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WITHIN two or three minutes' walk from
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Excellent Cuisine. Every Attention.
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1155]

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29a]

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[a144]
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Large and Airy Rooms, Hot, Cold, and Shower
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TELEGRAPHIC ADDRESS "COMFORT,"
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Hongkong, 1st September, 1910. [a43]
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Fine View of the Harbour.
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REASONABLE RATES.
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[a1084]

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A NEW SILK STORE,
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A Prominent Locality in
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EVERYTHING New, Fresh
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Chinese and Japanese Silk Goods.
Prices very moderate. A trial
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G. W. RAMCHAUD & Co.,
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Hongkong, 17th October, 1911. [1273]

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ONLY communications relating to the news column should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash. Telegraphic Address: WATSON. Code: A.B.C. 5th Ed. Editor, P. O. Box, 34. Telephone No. 12.

HONGKONG OFFICE: 10A, DES VOGES ROAD C
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, NOVEMBER 2ND, 1911.

The favourable report by the medical expert of the Local Government Board of the United Kingdom on the pork imported into England from Hankow mentioned in our telegraphic news to-day would doubtless have benefited this enterprise considerably during the coming winter. Unhappily the revolutionary outbreak has put an end to all trade at Hankow for the time being. There are probably few places in the Empire of China where a popular rising, followed by war, would carry such disastrous results to trade as at Hankow. Here produce for export is generally bought many months before it is ready for delivery, and if this practice in the past has been the subject of very serious complaint in the annual reports of Consuls and Commissioners of Customs, it is obvious that now when, to the ordinary difficulties in the way of delivery of goods on time are added the obstacles arising from war, it goes without the saying that the plight of the producer, the exporter and the purchaser must be very serious indeed. One great evil of this system of buying so far forward has been a serious deterioration in the quality. Claims for bad quality are stated to have become incessant. "The injury is not confined to the foreign exporter," Mr. Commissioner SUGDEN wrote in his latest Report, "but the principal sufferers in the end are the producers, and in this way the provinces suffer. The buyer abroad sells before arrival of goods,

and on the consumer or manufacturer finding the quality to be below the average, distrust in the produce of that particular source of supply is created, with the result that orders go to a more trustworthy quarter, where prices, though higher, are cheaper in the end." The complaint, however, is one which is not confined to Hankow, though the practice described is probably seen at its worst in the provinces for which Hankow is the great export mart. Mr. SUGDEN instance the tallow trade. "Great demand," he writes, "led to forward sales of far more than the production, and the inland middleman, being perfectly aware of the situation, forced up the price. The result was that the local broker, generally a man with little money, simply said he could not fulfil his contract; claims were so heavy that general trade was affected, and as a result business in the new tallow crop is almost impossible." Again with regard to Sesamum seed, which is another considerable staple, the Commissioner mentions that it is bought forward when the plant is only in flower. Heavy rains may ruin the crop or injure the roads, and railway and prevent delivery. Under the best of circumstances prompt delivery is dependent inland on a single line of railway, on the river by the incalculable factor of depth of water, and on the ocean on shortage of ships. There is sufficient speculation about all this without adding to it "buying forward" long before the crops have been gathered. These few facts will serve to indicate how disastrously the rising in the North must affect the trade, not only of the port of Hankow, but of the surrounding country over a very wide area, for where war prevails, and especially a civil war, plough shares are turned into swords and peaceful avocations are deserted. Large numbers of contracts are therefore destined to be unfulfilled. There is much to be thankful for in the fact that though the whole country is in sympathy with the reform projects of the revolutionary party the actual rising in revolt is so far practically confined to two provinces. The Viceroy of Canton is especially to be congratulated upon this way he has held the revolutionists in check in the southern metropolis. This has been done perhaps as much by moral suasion as by show of force, for whatever else may be said of the Cantonese, it will at least be fairly admitted that they are a shrewd and practical people, and so far as we can ascertain the reason why the expected has not already happened in Canton it is to be found in their recognition of the horrors and waste of war and their hope that the future government of China may be settled by decisive battles in the area to which warfare is at present confined.

The train which leaves Kowloon at 8 a.m. on week days will leave on Sundays only at 8.15.

At the Magistracy yesterday Mr. Wood fined a stallholder in the Wanchai market \$10 for causing an obstruction outside the market.

It is announced by advertisement on page 4 that the price of gas in the Colony will be reduced to \$2.60 per 1000 cubic feet from January 1st next.

To-morrow is the birthday anniversary of H. M. the Emperor of Japan. Consul and Mrs. Funston are, as usual, holding an "At Home" in honour of the occasion.

The Eastern and Associated Telegraph Companies have issued a useful table showing the hourly comparison of time at places situated in West and East longitude of Greenwich.

A Chinese was remanded by Mr. Wood at the Magistracy yesterday on a charge of pocket picking. It is alleged that he relieved a passenger on the river steamer *Fatah* of \$318. Mr. Otto Kong Sing appeared for the defendant.

The American Consulate General, Hongkong, yesterday received the following Typhoon Warning from the Manila Observatory at 9.15 a.m.:—"Manila, November 1st, 8.30 a.m. Cyclone or Typhoon W. of Guam, moving N.W."

The Colonial Secretary's Office notifies us that Singapore has been declared an infected port from cholera. Also that dogs from Bangkok will be prohibited from landing at Hongkong for 6 months from 1st November.

INTERPORT SHOOTING.

A practice match will be fired at King's Park Range on Saturday next, commencing at 2.15 p.m. sharp, the best eight of each side to count. The teams are as under:—

HEART'S ELEVEN.	TUCKER'S ELEVEN.
B. Earl.	C. E. Tucker.
E. Brown.	J. A. Leadbeater.
A. Henderson.	A. Sargent.
G. H. Baumerman.	V. Sorby.
J. D. Danby.	B. Chapman.
A. P. West.	P. Frank.
T. Heall.	A. Osman.
C. Calvert.	Capt. M. Scott.
C. McNab Wilson.	P. O. Bain.
W. Anderson.	P. O. Thompson.
R. Stewart.	G. W. Clissold.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE]

THE REVOLUTION.

NEW CHINESE APPOINTMENTS.

SHANGHAI, November 1st.
Yuan Shih Kai has been appointed Premier.

Wei Kuang To, formerly Viceroy of Canton and Nanking, becomes Viceroy of Hukwang.

Prince Ching has been appointed President of the Privy Council.

NEGOTIATING WITH THE REBELS.

SHANGHAI, November 1st.
Yuan Shih Kai has telegraphed stating that it is his intention to stop the Imperial attacks and negotiate with a view to peace.

If necessary, he will visit the rebel stronghold.

The Wuchang appointments and Yuan's efforts have caused a renewal of hope in Peking.

["THROUGH REUTER'S AGENCY"]

THE BATTLE OF HANKOW.

["FURTHER PARTICULARS"]

LONDON, November 1st.

An undated telegram from Hankow, obviously handed in for dispatch before the end of the fighting, says the rebels at day break on Saturday attacked the Imperialists, recapturing the main railway stations and two gunns, while the forts at Wuchang bombarded the gunboats, causing the retreat of the Imperialists.

The latter were reinforced at noon and resumed the fight.

The rebels advanced recklessly in close formation, cheering and firing wildly in front of a fire from the machine-guns.

The Imperialists were skilful in using shelter and fired with machine-like obedience to orders, moving down the rebels.

The Imperialists recaptured the station. Shells fell in the foreign concessions where the streets were barricaded and guarded by Volunteers and Bluejackets.

The foreign ladies and Chinese employees of foreigners were removed for safety down the river.

FIGHTING CONTINUES AT HANKOW.

LATER.

Reuter's correspondent at Hankow reports that fighting is still proceeding. The insurgents attacked and strongly resisted the advance of the Imperial army towards Hanyang.

Although they lost three more field guns, the rebels continue to offer a determined resistance along the line dividing the foreign settlements from the native city.

The Red Cross doctors say that a moderate estimate of the rebel casualties is 1,000 killed and 3,000 wounded, while the Imperialists had 600 casualties.

EDICT TO BE FULFILLED.

Telegrams from Peking state that in the National Assembly the President announced that the Regent sent assurances that the Edict would be faithfully carried out. It was not mere words.

The members expressed their satisfaction with the edicts.

THE SITUATION AT CANTON.

LATER.

Reuter's correspondent at Canton wires that the dragon flag has been removed from Government buildings and that various imperial tokens have been abandoned.

There are signs of the virtual independence of the city, though connection with the revolutionaries is disclaimed.

The dragon flag was subsequently rehoisted, and it is stated that business was resumed.

The imperial gunboats were cleared for action, and there were nine foreign warships off the European quarter.

French bluejackets were landed to protect the French settlement, and are patrolling the foreign settlements.

REVOLT OF TROOPS.

The troops at Lamchow, Pootungtu, Tsechow and Thimianu have revolted, and unrest continues at Peking where the foreign troops are guarding the missions.

TELEGRAMS.

["THROUGH REUTER'S AGENCY"]

YUAN SHIH KAI STARTS.

Reuter's Peking correspondent wires that the rebels at Pootungtu threaten General Yin Chang's communications.

Yuan Shih Kai started for the front on receipt of a telegram from Hankow stating that the rebels had recaptured the railway stations.

THE MEDITERRANEAN WAR.

ITALIAN PRESS IRRITATED.

LONDON, November 1st.
The irritation of the Italian Press at the continued suppression of news is growing daily. The newspapers which aided the Government in forming public opinion in favour of the seizure of Tripoli are especially indignant. They maintain that the suppression of facts which is learned in Italy through the foreign Press is causing anxiety and a lack of confidence in the Government.

Meanwhile there are elaborate and detailed accounts of great Turkish victories being published at Constantinople, producing the utmost enthusiasm.

REPORTED ITALIAN DEFEATS DENIED.

LATER.

From Rome the reports of Italian defeats are officially denied.

MORE DEPORTATIONS.

LATER.

Eight hundred more Arabs have been deported to Tremiti.

ROYAL GIFTS.

King Emmanuel has given £3,000 to the Red Cross Society and for the relief of the families of those killed and wounded.

ITALY ACCUSED OF BARBARISM.

In letters in the *Times* several American appeals are made to Christian England to raise its voice against the Italian reversion to barbarism.

Mr. L. T. Hobhouse, Professor of Sociology at London University, asks: "To what is Europe committed if the action of the Italians passes without protest? Is the distinction between a combatant and a non-combatant to be set aside at the pleasure of the invaders?"

Sir George Trevelyan warns Italians of the effect of English opinion if they persist in their cruel repression.

RESIGNATION OF THE AUSTRIAN GOVERNMENT.

LONDON, November 1st.

The Austrian Government has resigned.

PROFESSOR'S FATAL EXPERIMENT.

LONDON, November 1st.

Reuter's correspondent at San Jose, California, wires that Professor Montgomery, of the Santa Clara College, was killed while experimenting with a glider of his own invention.

RAILWAY MEN'S MANIFESTO.

LONDON, November 1st.

The railway men have issued a lengthy manifesto, which is to be submitted to the companies, demanding improved conditions and wages.

The demands are contained in 35 clauses, which deal in detail with the questions of hours, holidays, promotion and wages in various grades.

The Railway Companies are publishing details of the increases in wages. The London and North-Western give concessions to the amount of £20,000 per annum, and the Caledonian Railway make concessions to the amount of £10,000.

CHINESE PORK IN BRITAIN.

LONDON, November 1st.

Dr. Farrar, of the Local Government Board, who was sent to inquire into the conditions of the Chinese export trade in pork, has issued an extremely favourable report showing that the prejudices entertained against it are baseless.

TELEGRAMS.

["THROUGH REUTER'S AGENCY"]

THE KAISER AND ISLAMISM.

LONDON, November 1st.

Reuter's correspondent at Berlin states that the Kaiser received two German missionaries from East Africa, Bishop Munsch and Father Acker, and inquired as to the progress of the Colony. He emphasised the fact that while the natives must have religion they must also work. He warned the missionaries that they must energetically combat Islam, which might become a danger to the Colonies.

The "Berliner Zeitung" says that the Kaiser's words at such a moment must sound to his Turkish friends like a hostile demonstration.

A semi-official statement has been issued in Berlin to the effect that the Kaiser did not say that Islam might be a danger to the German Colonies.

On the contrary, when the Bishops emphasised the zeal of Islam, his Majesty expressed his conviction that German Missions would not fail to perform their work with similar energy and concord.

IMPERIAL UNITY.

LONDON, November 1st.

A meeting was held last night at the Queen's Hall under the auspices of the Imperial Mission. Lord Selborne said the question of whether there could be a better organised co-operation between the United Kingdom and the Dominions for purposes of foreign policy and defence must be answered by the Dominions alone in the first instance. The Canadian elections meant that Canadians were determined to be a Canadian nationality, not necessarily that they meant to take a decisive step in the direction of Imperial unity.

BRITISH POLITICS.

LONDON, November 1st.

The House of Lords has passed the second reading of the Copyright Bill.

CARNEGIE PEACE FUND.

LONDON, November 1st.

Reuter's correspondent at New York wires that Professor Eliot, President emeritus of Harvard University, sails on the 7th instant for India, China and Japan to explain the objects of the Carnegie Peace Endowment.

THE ROYAL GEORGE HOTEL.

In view of the acuteness of the question of housing accommodation in the Colony, the announcement of the opening of a new hotel at Kowloon will doubtless be hailed with satisfaction by members of the community. The new hotel, which bears the appropriate name of "The Royal George Hotel," is situated at the corner of Hapiphong and Hunkow Roads in the premises formerly known as the Occidental Hotel. The building, which has been renovated and brought up to date, comprises some 35 rooms, which are well lighted, airy and comfortable. Each room has a bathroom attached, and all the requisite conveniences are provided. There is a spacious dining room, tea parlours, billiard room, etc., and the proprietors have left nothing undone to make the place comfortable and pleasant for boarders. It is also intended to cater for afternoon tea parties. The charges are moderate.

Yesterday afternoon Messrs. Ruttonjee, the proprietors, were "at home" to a large number of the public, who took advantage of the occasion to inspect the hotel. Hospitality was dispensed in abundance, and Messrs. Ruttonjee were the recipients of good wishes for their enterprise.

THE CATHEDRAL CHOIR CONCERT.

The following is the programme of the concert to be given by the Cathedral Choir in aid of the Organ Fund to-morrow in the City Hall at 9.15 p.m.:—

Motet: "There is a green hill".....F. Burdall (unaccompanied).

Quartet: "The white Patenoster".....H. Walford Davies. Master T. Martin, Mr. H. J. Best, Mr. J. W. White, Mr. E. B. Bullock.

Duet: "Love Divine".....Stainer. Mrs. J. W. Kow and Mr. E. Peyton-Griffin.

Piano Solo: "Fantasia Impromptu".....Chopin. Miss Rutherford Barker.

Solo with Chorus: "There is a land of roses".....Toscani. Soloist: Miss Riego.

Duet with Chorus: "I waited for the Lord".....Mendelssohn. Master T. Martin and Master S. Johnson.

Part Song: "Call John".....W. Pearson. Mr. J. Lashbrook and Mr. C. B. Crampin.

Solo with Chorus: "The garden of love".....A. Messenger. Mrs. T. L. Perkins.

Duet: "Rebecca".....Liza Lehmann (who played doors for fun and perished miserably). Mr. J. Lashbrook and Mr. C. B. Crampin.

Piano Solo: "Hungarian Rhapsody" (No. 2).....Liszt. Mr. Denman Fuller.

Duet: "Swing Song".....A. Messenger. Mrs. J. W. Kow and Mr. E. B. Bullock.

Trio: "Faint heart".....Sullivan. Mr. R. Peyton-Griffin, Mr. J. W. White, Mr. W. Armstrong.

Solo and Chorus: "My Northern Maiden".....A. L. Master T. Martin.

Holo and Chorus: "My Northern Maiden".....A. L. Master T. Martin.

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Holo and Chorus: "My Northern Maiden".....A. L. Master T. Martin.

A LITTLE KNOWN PEOPLE.

THE MAOTZ.

A traveller who has just returned from a protracted journey in the interior of China described to our representative yesterday his experiences among a comparatively unknown people, a race about whom he, though he has lived the greater part of his life here, had never heard of before. These aborigines are known as the Maotz. They live some thirty miles south-west of Lienchow on the North River in a very mountainous country. The mountains are of a very peculiar formation, like cemented pebbles, suggesting that the country had been inundated at one time. Similar mountains are found in Africa, and opinion differs as to how they were formed. They are composed of what seems like immense pebbles cemented together with lime and honeycombed with caves. It was quite easy to see how a few determined men could defy any number of troops, and in these natural strongholds the Maotz proved themselves secure from invasion by the Chinese.

The people are very primitive. They do not wear the queue, but have a fringe of hair round the head about four inches long surmounted by a top knot. Those who belong to the aristocracy wear red feathers in their top knots, while commoners have to be satisfied with blue cloth in their top knots. The feudal system prevails among these people, and the line is very marked between the aristocracy and the lower orders. The women dressed their hair according to their social position. The married women have a headgear made of gill in the form of a store pipe with overhanging eaves, while the girls wear something like a beehive on their heads, almost like the latest Paris fashion in millinery. They wear silver ornaments and have rings round their necks. As many as fifteen were counted on the neck of one lucky girl, while triangular earrings are displayed by those who can afford them. In dress the Maotz are very different to the Chinese. Both men and women have a costume which is cut in a V shape both back and front. The young girls have a very refined appearance. They do not work in the fields like the married women, and consequently look better. The married woman, having to do the work in the fields, soon loses her beauty and ages rapidly.

In appearance the Maotz bear only a slight resemblance to the Chinese. They show the high cheek bone and the flat nose, but are shorter in stature though more thick set. They resemble in appearance the Ainu of Japan or the aborigines of Formosa. They are a sturdy, independent people, and look with contempt on their Chinese neighbours, whom they regard as the slaves of the Manchus. When the revolution was mentioned to one he replied that "The Chinese are doing now what we did thousands of years ago."

The Maotz keep to themselves very closely, and except on market days they never visit the surrounding towns. They are composed of three tribes numbering about 1,000 each. Their religion seemed to savour of Confucianism.

The principal industry of these people is the growing of kupo, which is highly esteemed by the Chinese for weaving. It is exported to England and America for upholstery purposes, having taken the place of horse hair.

YESTERDAY HIS EXCELLENCY SENHOR MACHADO, Governor of Macao, paid an official visit to Hongkong, the first since Portugal was declared a republic. His Excellency travelled from Macao to Hongkong on the Portuguese gunboat *Potres*, which arrived here about noon. Mr. J. J. Leiris, Consul for Portugal and Brazil, went on board and greeted His Excellency. The formal landing was timed for 12.15, by which time a large crowd of Portuguese, Chinese and foreigners had assembled in the vicinity of Blake Pier. Here also the guard of honour, consisting of 100 rank and file of the 8th Rajputa, together with the regimental colours and the band, were drawn up. A salute of 17 guns was fired as His Excellency landed at Blake Pier. The guard of honour came to the salute and the band struck up a Portuguese air. Senhor Machado, who was met at Blake Pier by Captain Taylor, A.D.C., to H. E. Sir Frederick Lugard, afterwards inspected the guard and then took his seat in a chair and was conducted to Government House. His Excellency was accompanied by Lieut. Soares, A.D.C., and Captain Taborda.

The gubernatorial party returned to Macao in the afternoon.

VISIT OF THE GOVERNOR OF MACAO.

AMUSEMENTS.

VICTORIA THEATRE.

The popularity of this place of entertainment is well sustained by a splendid selection of the latest pictures, and by the reproduction of the "Pathe Gazette," showing important happenings in Europe, which include views of the destroyed French battleship *Liberte* at Toulon. Harris and Vernon, American song and dance artists, have achieved great success by the high quality of their performance, well meriting the plaudits of large audiences by the general excellence of their amusing ditties, mirth provoking patter, and clever dancing, thus contributing towards the attractiveness of Messrs. Ramos and Ramos' up-to-date theatre.

THE BIJOU SCENIC THEATRE.

Mr. Robert Stephenson, the popular manager of this theatre, continues to present an excellent programme, and a good attendance has rewarded his efforts. The pictures are entirely new and up-to-date. A new artist, Miss Kitty Delavale, offers a repertoire of attractive songs, meeting with much success.

CORRESPONDENCE.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS,"]

THE SANITARY PROBLEM IN HONGKONG.

SIR,—Your timely article on Sanitary problems raised by the influx of refugees from Canton is worthy of the serious consideration of the Council.

Whilst I have no doubt that the Head of the Sanitary Department (who was, by the way, relieved of his dual responsibilities on the return of this Director of Education to the Colony yesterday) and his wide-awake official and unofficial colleagues are alive to the danger to the public health, it seems to me that they are hampered by existing limitations of their powers, and it requires the authority of the Council backed by the salutary force of an enlightened public opinion to strengthen their hands in protecting the health of the Port, which is so essential to the prosperity of the Colony.

I am afraid that a rigid enforcement of the overcrowding laws as suggested by you would not be sufficient. Although the district cited by you as an example is in the European Reservation, a house there would not be overcrowded unless occupied by more than one person over 10 years of age (or two under ten) to every 1,000 cubic feet of internal air space of the main building, and every 330 cubic feet in the servants' quarters; and if all the sitting rooms, halls and passages are used for sleeping purposes it is wonderful how many persons can be lawfully accommodated in an old-fashioned European dwelling-house.

But it is possible by a slight amendment of the by-laws to extend the annual cleansing and limewashing, now limited to Chinese tenement houses, to all premises in the City and at Kowloon, if not to all buildings in the Colony.

It is a sad fact that dirt is not an exclusive monopoly of Chinese domesticity; even buildings occupied by merchant princes or wealthy corporations are liable to become insanitary unless looked after either by a Sanitary Inspector or a careful housewife.

The Supreme Court itself, although a Temple of Justice, exudes an atmosphere lacking in ozone and overcharged with dust germs.

A similar state of affairs will be found in most of the servants' quarters attached to offices, and in nearly all common entries, yards, hall, corridors, staircases, cornices, mouldings and life-framings; as what is everybody's business is nobody's business, and the office caretaker, after tickling a few conspicuous surfaces with a feather-brush, finds a broken-down rattan chair and an old newspaper peculiarly conducive to refreshing slumbers.

The cleansing and limewashing of tenement houses in the Central District begins next month; let it be extended to all dwelling-houses (including the European Reservation) and to all servants' and caretakers' quarters and all common entries, &c., and a newly cleansed City will be able to look forward with equanimity to the annual visit of the plague fiends, whilst germs of phthisis, diphtheria and ophthalmia will find the Colony so undesirable a hiding place that they will either expire from want of nourishment or flee to more congenial climes.

To amend the by-laws it is necessary that the Sanitary Board and the Council should co-operate, and stiffen their backs to meet the opposition of the landlords, who can well afford to pay for pest neglect out of the rich harvest of increased rentals which they are now reaping.

—Yours faithfully, F. B. L. BOWLEY.

RAILWAY DEVELOPMENT IN FRENCH INDO-CHINA.

Captain Banderson, of the 2nd Regiment of Cuirassiers, has laid before the Paris Geographical Society a report on the result of his surveys and researches into the question of the development of Indo-China by a trans-Indo-Chinese line. The first general scheme in this direction was planned by M. Doumer, who conceived the idea of an extensive network of lines covering the whole of Indo-China and answering to both its strategic and economic needs. The trans-Indo-Chinese line formed part of this general scheme, and was intended to unite Langson on the Chinese frontier, in the north-west, with Battambang in the south-west, and the country beyond up to the Siamese frontier. But as the whole projected line could not be carried out at once, three sections were put in hand, viz., (1) Northern, from Hanoi to Vinh, whence a transverse line to Laos will eventually be constructed; (2) a central section, from Kwang-tri to Turan intended to forestall possibilities of famine in a populous region, subject to occasional droughts; and (3) a southern section, Nhatrang to Saigon, giving access to the southernmost of Langbian.

The trunk line being thus established, transverse lines were planned towards the French Laos with a further object of supplying means of communication between the Siamese ports. A projected line between Turan and Savannakhet has had to be abandoned owing to the extreme unhealthiness of the country, and projects are under consideration for running alternative lines from Bangkok to the Siamese and Indo-Chinese railway systems are united, railway communications will be established, not only between two countries, but with Burma as well, the three being the chief rice-producing regions of the East. The French Colonies are now dependent for inter-communication on the fortnightly steamship service between Bangkok and Saigon, while more than 500 ships ply between Bangkok and Singapore. In order to carry out what still remains to be done in Indo-China, a loan of £100,000,000 has been recommended by Governor-General Klobukowski and sanctioned by Parliament, £40,000,000 being devoted to works of economic development, and £60,000,000 to railways. The latter will include lines uniting Pnom-pen and Battambang, Myittha and Cantho, Vinh and Kwang-tri, and Nhatrang and Saigon; but it seems likely that for all these, fresh subsidies and credits may be found necessary.

SHIPS AND SHIPPING.

SMOKELESS LINERS.

Some patience will still be necessary before the success of the big motor-driven vessel is determined. But we are approaching a period of considerable interest in connection with the new departure of which so much is expected. It is announced that the Jutlandia, the motorship which Messrs. Barclay, Curle, and Co. are building at Whiteinch, will in all likelihood be launched next month, and undergo her trials in December. She is one of three vessels which are being built for the East Asiatic Company, of Copenhagen. The two others are under construction by Messrs. Barmer and Wain, of Copenhagen, from whom Messrs. Barclay, Curle, and Co. have acquired the right to use the design in Great Britain. The vessels are some 307ft. or 380ft. long, with a probable dead-weight capacity of about 7,000 tons. Hence the internal combustion engine will be associated with large carrying capacity, together with a certain measure of passenger accommodation.

Some day we may get used to the smokeless liner. As things are, the Jutlandia and her sister ships will be bound to strike the eye as singular in appearance. They will have no funnels. The exhaust from the engine room will simply travel up inside one of her three masts. The engines are to be of the four-cylinder type, with eight cylinders, and reversing to be effected by means of compressed air delivered from one of two auxiliary engines. Steam does not enter into the calculation at all. Steering-gear, pumps, capstan, winches, and cooling machinery are all to be driven by electricity produced by the auxiliary engines. What the mercantile marine is waiting to know is, among other things, the increased cargo-carrying ability resulting from the great saving of space secured by cutting steam-driven machinery.

POKING AT THEIR POLICY.

A statement by Herr Ballin, director-general of the Hamburg-American Line, on the general subject of steamship combinations, has been interpreted as a threat of withdrawal on the part of the German companies from the storage pooling arrangements affecting both North and South Atlantic traffic. If this is the correct impression, it, of course, bodes ill for the projected meeting of the North Atlantic companies next month. But there seems little reason to suppose that that conference will finally fail. On the contrary, very hopeful anticipations are expressed in respect of it. It is a curious situation which has arisen. In the case of the North Atlantic conference, it is British companies which have all along been holding out against German lines for an increased share of the pool. In the case of the South Atlantic pooling agreement, it is the Norddeutscher Lloyd which wants its quota increased.

From such facts it emerges that the adjustment of these pools in such a way as to please everybody is all but impossible. Perhaps this is why Herr Ballin speaks as if he were a little tired of attempts in that direction. His comments with satisfaction on the decision of the Norddeutscher Lloyd to get rid of "the unbusinesslike idea that the large companies should allow themselves to be influenced in their policy by consideration for their competitors." Two opinions, he adds, may be held as to whether the formation of large working agreements, pools, or syndicates constitutes the only method of operation, and whether the limiting influences of combinations do not favour the weaker rather than the stronger party. As to this, it may be remarked that strong companies have to deal very often with other strong companies. It was the desire of the German companies to bring the Canard Company into line with the rest that was responsible for one of the bitterest wars on the North Atlantic. Herr Ballin, it will be seen, by no means commits himself to a policy of withdrawal from pooling arrangements.

ONE CLASS SHIPS. These are notable days for voyagers who want the best that a modern steamship can give, yet have not withal a very long purse. To such the Ballarat, just launched for the Peninsular and Oriental Company, should distinctly appeal. She is a twin-screw steamer of some 11,000 tons, whose destination is the company's one class service to Australia, via the Cape. Such ships are the advantage of companies in such a way as to please everybody is all but impossible. Perhaps this is why Herr Ballin speaks as if he were a little tired of attempts in that direction. His comments with satisfaction on the decision of the Norddeutscher Lloyd to get rid of "the unbusinesslike idea that the large companies should allow themselves to be influenced in their policy by consideration for their competitors." Two opinions, he adds, may be held as to whether the formation of large working agreements, pools, or syndicates constitutes the only method of operation, and whether the limiting influences of combinations do not favour the weaker rather than the stronger party. As to this, it may be remarked that strong companies have to deal very often with other strong companies. It was the desire of the German companies to bring the Canard Company into line with the rest that was responsible for one of the bitterest wars on the North Atlantic. Herr Ballin, it will be seen, by no means commits himself to a policy of withdrawal from pooling arrangements.

Such vessels as the Ballarat are plain proof of the revival recently manifested in Australian emigrant traffic. The Peninsular and Oriental Company has lately carried no third-class passengers. This Australian branch service via the Cape, with its single class, is a democratic venture admittedly called for by the needs of the times. Nor is it other than a matter of congratulation that the excellent class of people now going out to Australia with a view to settlement should be provided with the best possible accommodation in boats which are of a character to assure comfort. Probably in no branch of the steamship trade is the voyager of modest means better served than in the various services to the Commonwealth. The circumstances may help to explain the fact that the emigrant accommodation is frequently booked up some months ahead. The competition between the several States of the Commonwealth for promising emigrants is, of course, an important influence.—Daily Telegraph.

PAY OF SHIPS' OFFICERS. There is the promise before the year closes of some important action on the part of the Shipping Federation with respect to the pay of masters and officers in the mercantile marine. Indirectly, the matter arises out of the recent strike of seamen, when captains and officers proved singularly loyal to owners, and in many cases discharged difficult duties in the face of grave obstacles. There is little doubt that this action was appreciated by owners, many of whom have granted advances of pay and provided for extended leave. These concessions, it may be inferred, are in part the outcome of a frank acknowledgment of the fact that economic conditions could not be overlooked. It would appear, however, that the amelioration has not been altogether general, and the Shipping Federation, at its meeting of its executive council in November, has agreed to consider proposals which may be put before it by the Imperial Merchant Service Guild.

Naturally, as the Shipping Federation points out, it is impossible to deal with a matter of this kind by a general agreement. Conditions vary greatly in different trades. On the other hand, it may be found possible to arrive at a basis of policy which, if adopted, may prove advantageous alike to owners and officers. The test of the popularity of an occupation is the number of persons anxious to follow it. Judged by this, the mercantile marine does not attract as it used to do, for the dearth of junior officers

has for some time past been a reiterated cause of complaint. Steamship companies have had to resort to various expedients to increase the supply.

THE ROYALIST INVASION OF PORTUGAL.

The Times correspondent at Lisbon cabling on October 8th states that reports as to the Royalist invasion of the northern frontier have been circulated. The truth, however, is that a force of émigrés in Galicia, numbering between 1,000 and 1,200, entered Portuguese territory near Vinhas and succeeded in raising part of the population in the neighbourhood in favour of the Monarchy, and small guerrilla bands were formed to assist the Royalists. After a few shots were exchanged with the Republican forces, the Royalists were put to flight and the risings of the population were easily quelled, a number of arrests being made.

THE PREMIER AND THE SITUATION. Last night after a Council of Ministers I had a long conversation with the Premier, Senhor Chagas. He informed me that the whole movement had been already suppressed. The Royalists really counted upon at least part of the military, especially the garrisons at Braganza and Villa Real, to adhere to the Monarchist cause. But the Army remained faithful to the Republic; hence the invasion failed. Yesterday the Royalists were attacked by a force of cavalry, and after a week's resistance the invaders retreated towards the Spanish frontier. The Premier had given stringent instructions that no fighting should take place near the border, so as not to arouse the sympathies of the Spanish people. Within a short distance of the frontier line the Portuguese troops deserted from further chase. Senhor Chagas declared that it was impossible, of course, to know whether the Royalists would repeat the invasion, but he could assure me that they had not sufficient force in the country to back them up, and consequently all attempts at the restoration of the old régime would be useless. This was also shown by the recent abortive Monarchist movement at Oporto, where the Monarchists had not the slightest chance of success.

CHANGE OF POLICY. The Premier further stated that the policy of the Republic had hitherto been forbearance and lenient dealing with the Monarchists in an endeavour to induce them to co-operate with the new régime for the welfare and prosperity of Portugal, but this policy had proved unsuccessful. Henceforth they would show no indulgence towards the enemies of the Republic, as the country could not continue to be at the mercy of the machinations and plots of a small Monarchist minority.

I may say that public opinion here is somewhat incensed against the Spanish Government for harbouring the Royalist forces in Spanish territory. In official circles, however, it is now hoped that after the present incursion the Spanish Government will take more active measures in Spanish territory.

DOM MIGUEL'S PLANS. The Vienna correspondent of The Times cables on the same date that the Conservative Catholic Vaterland stated yesterday that Prince Miguel and Francis Joseph of Braganza with Prince Xavier of Parma are among the Royalist forces in Northern Portugal. In an interview with a representative of the Neue Freie Presse, Dom Miguel of Braganza confirms the statement and says that his two sons went to the Portuguese frontier some weeks ago, but returned because the Monarchist prospects were then unattractive. The appearance of Captain Condeiro had changed the situation. Captain Condeiro was never a Miguelist, but was a quiet, simple officer much esteemed in the Army. On recognizing the failure of the Republic to fulfil its promises, Captain Condeiro made a profession of the Monarchist faith and went north to begin a Monarchist agitation. Dom Miguel continued.

"My supporters informed me, and I concluded with Captain Condeiro an agreement under which all my followers are at his disposal, and support his programme—namely, to restore the Republic by overthrowing the Republic, establishing a military dictatorship, and conquering the old Cortes to decide whether Dom Miguel or Dom Manoel shall ascend the Throne in accordance with the ancient Portuguese Constitution. Captain Condeiro's struggle is for the Monarchist principle. Neither I, nor Dom Manoel, nor the Duke of Oporto are personally directing the movement. My sons and nephew are fighting merely as volunteers under assumed names."

TALK THROUGH CLIFFS. ANOTHER SYSTEM OF WIRELESS TELEPHONY FOR USE AT SEA.

In The Daily Chronicle of September 11 an account was given of experiments in wireless telephony which Mr. H. Grindell Matthews, a member of the Royal Institute, has been conducting in the neighbourhood of Chertow.

The claim advanced by Mr. Matthews was that by means of an instrument which he had invented, and which he called the "aerophone," he was able to convey his voice over long distances and even through obstacles of rock, brick, and steel without the aid of wires.

It was reported that Mr. Matthews was engaged in long-distance work, and that he had succeeded in speaking across a distance of five and a half miles, and that he contemplated experiments between Chertow and Cardiff, a distance of 25 miles.

Meanwhile the news comes from Ramsgate of another series of remarkable, and it is stated, highly successful experiments in what is described as "marine wireless telephony," that have been conducted by a young electrical inventor, Mr. A. W. Sharman.

The experiments have been conducted at Pegwell Bay, near Ramsgate, during the past week. The most remarkable of the claims put forward for Mr. Sharman's invention is that messages have been sent through great stretches of chalk cliff, and the system has also worked well through brick walls and iron safes. The whole wireless telephony system may, it is stated, be carried in a small handbag, and only a few yards are needed to supply the current. Mr. Sharman claims that it will be possible, for instance, for vessels to drop electrical trailers and to speak to each other when miles apart.

Thunderstorms have no effect upon the instrument. This fact was demonstrated during the week, when messages were dispatched and received quite accurately whilst thunder and lightning were in progress. Most of the experiments so far have been conducted from a land station to a motor boat out in Pegwell Bay, and Mr. Sharman states that gradually he is perfecting his system, which he has found to work perfectly.

The apparatus was found capable of sending messages various distances up to three miles. Ordinary conversation can be carried on quite easily at a mile, and marine experiments have so far proved satisfactory.

The apparatus is both cheap and portable, and possesses the further great advantage of being brought into actual use without difficulty.

THE FASCINATION OF THE AUTOMOBILE.

An interesting side-light on the motor-car industry is furnished in a recent report by the American Consul in Birmingham. Reporting on the increased use of the automobile in England, he says that while it has brought prosperity to the automobile and cycle makers, as well as to those who deal in accessories, automobile clothing, and other articles attached to the trade, it has apparently had a correspondingly detrimental effect upon some other businesses. He quotes one of the leading house-painters and decorators in Birmingham to the effect that people are spending their money on automobiles and their up-keep instead of on redecoration and painting of their houses, so that his business has been seriously affected. It is further stated that the furniture trade has been seriously affected by the desire for the automobile; and the Consul adds: "Real estate agents state that there is a decided tendency for people who do not own their houses, and even for some of those who do own their houses, or the leaseholds of the same, to take smaller houses, and to spend the saving on rent and taxes in the purchase and maintenance of their automobiles. The theatres make the same complaint, as do those, though in a smaller degree, who sell musical instruments, the book-sellers, and even men's and women's clothes and costume makers find the motor-car somewhat of an interference and injury to their business." In the meantime, manufacturers of automobiles will not object to the economy which the British public are practising with the object of joining the great army of motorists.

THE MOTOR AND THE SQUATTER. That the automobile is making its way in the more remote parts of the Colonies is of course well known, and the following extract from Messrs. Dalgety's annual report now is an interesting confirmation on this point. "The motor is proving a real boon to squatters in Australia. We are constantly receiving letters from sheep farmers in the Riverina and elsewhere informing us with what ease and speed, by its aid, they can now get about their properties. This mail brings us the following from a South Australian stockmaster:

"I would mention you to see what some of the lighter-built motorists can do in the back country of New South Wales. Many of the station-houses are now in their daily rounds. I was driven in light cars over unmade roads, from Broken Hill to Wilcann, a distance of 120 miles, in seven hours, and this was done after heavy rain. To show the difference between past and present, we may say that in 1846, only 65 years ago, Stuart, the explorer, with his party, took many days to cover the same distance, and nearly lost their lives for want of water before they reached the Darling."

AUTOMOBILE TRADE IN MEXICO. According to an American consular report, Mexico presents a fine field for the manufacturers of automobiles, as is demonstrated by the fact that during the year 1910 no fewer than 309 machines arrived at the port of Vera Cruz and were re-shipped to Mexico City. The cars imported from the different countries were as follows: From Germany, 151; from the United States, 33; from France, 11; from England, 8; and from Spain, 1. Germany is credited with 151, but the major part of these machines came from France, and were credited to Germany because they came in German vessels.

WHERE BRITISH GOODS GO.

A Blue Book issued last month contains a mass of figures dealing with the trade of the United Kingdom with foreign countries and British possessions in 1910. British and foreign and colonial merchandise valued at £159,402,833 went to British possessions (including protectorates), against £137,871,632 in the previous year, and £373,742,984 worth to foreign countries, compared with £331,553,334 worth in 1909—a total of £534,748,17, against £469,525,166. To the United States of America £51,826,826 worth of goods were sent in 1910, against £55,224,156 in 1909; Germany, £32,905,385, against £47,163,686; France, £33,455,428, against £31,073,452; and Russia £21,220,727, against £18,325,844; while the total shipments imported from these countries amounted to—United States of America, £117,607,435, against £118,353,893 the previous year; Germany, £61,829,590, against £57,784,655; France, £54,283,020, against £44,205,650; and Russia, £43,744,648, against £37,970,065.

STRIKES AND TRADE SLUMP.

Comparatively little surprise was caused by the Board of Trade indication of the slump in imports and exports during August. Efforts have been made to prove that the decreases were due to the uncertainty of the European situation and the poorer harvests abroad, owing to the drought, but the fact remains that the chief cause of the trade check so far as Great Britain was concerned was the labour troubles. The dissatisfaction in the shops, factories, at the docks, and on the railways was encouraged by the labour leaders in the spring, and had a disturbing influence upon business. In fact many manufacturers were chary with promises of forward delivery, because it was known that the trade prospects for the autumn were not bright. With the deadline in London, Liverpool, Manchester, Leeds, and other cities, the stoppage of transit by rail and sea, business was at a standstill and commerce in a state of chaos. Importers and exporters were at their wits' end, thousands upon thousands of pounds of manufactured goods were held up, the loss upon perishable merchandise was enormous, contracts could not be fulfilled, and the country was practically demoralized. The telegraphic department, sending messages day and night, telling of the hopeless mess that prevailed. The wonder is that the exports of British manufactures during August did not shrink to a greater extent—that the loss is not put down in the returns at more than two millions sterling. Of course that sum does not represent anything like the loss our manufacturers sustained for if the usual flow of business had continued there is every probability that the general exports for the month would have been raised and shipped; and it is a question whether the loss of trade, and the significant fact that decreases of exports were chiefly in the branches that were the busiest, in iron, steel, copper, brass, electrical plant, ships (defensive and merchant), and engineering. The almost national disinclination to work—the strike epidemic—had much to do with it, not only in the stagnation of industry and higher prices for fuel, but in loss of trade, inasmuch as many orders were transferred to Continental rivals.—British Trade Review.

RUBBER COMPANIES.

The report of the Mambau (F.M.S.) Rubber Company for the 12 months ended June 30 states that steady progress has been made during the year in opening up the company's property, and the total area planted now amounts to 474 acres; in addition, 374 acres have been cleared and are ready for planting. The expenditure on the development of the property during the year, less receipts on the estate amounted to £4,151.

The directors of the Sungai Bahr Rubber Estates report that, owing to the delay in receiving the report and account for the month of April from Malacca, it is impossible for the balance-sheet to June 30 last to be completed as early as was expected, and in order to prevent misapprehension they have issued particulars giving the position of the company. They state that the total area of the estate is now about 3,255 acres, of which 1,121 acres were planted at June 30 last. The total number of trees planted was 164,000, and the ages, judged from growth and appearance, are as follows:—6,000 trees, four to four-and-a-half years old; 21,000 trees, three to three-and-a-half; 31,000 trees, two to two-and-a-half; and 116,000 trees, one and a-half years old or under. Regular tapping commenced on May 24, and over 4,000 trees are being tapped. The June crop yielded 395½ lb., and the July crop 578½ lb. A further 4,000 trees are being brought into the tapping round immediately, and a monthly yield of 100 tons is being realized. Arrangements are now being made for the monthly crop of dry rubber to be cable.

SERRANGOON RUBBER AND SERIOUS DISAPPOINTMENTS.

The ordinary general meeting of the Serrangoon Rubber Company (Limited) was held recently at the London Chamber of Commerce, Cannon Street, Mr. K. P. Arbuthnot, Chairman of the Company, presiding.

The Chairman said that that was the first annual meeting, and in the ordinary course of events there would naturally be a good deal to say about the work which had been done and still being done on the estate. In their case, however, they had kept the shareholders informed by circular, which he much regretted had shown a sorry tale of difficulties, sickness, and disaster, and he did not therefore propose to detain them. He did, however, say that the estate was now served by a new and very good and well equipped. On the 16th of April last year they took over and completed the purchase of the property. They engaged Mr. Crove (who was well known as a capable and energetic planter) as their manager, they gave instructions to take steps to establish a sufficient labour force, and, in short, it was their intention to carry out the policy as indicated in the prospectus. The troubles had now been got over, and the health of their estate force was much improved. The old estate which had been condemned had been replaced by a new one, which were sanitary and healthy. The company had, of course, lost financially by all these heavy items of expenditure which were found necessary. It had also suffered much from sickness, which naturally involved the loss of coolie advances, but the heavier cost had come from the fact that they found it impossible to clean or even maintain clean-wooded the cultivated area, which had meant the same work being done over and over again. Then on the top of all their troubles they had two most serious fires, with the result that a large part of the cultivated area was completely wiped out. They had never been able to discover the cause, and he would like to mention that the directors had already given instructions to the Eastern agents to insure, but they were informed that such a risk was impossible to cover, so that the loss fell on their own shoulders, and they were left with an area under Para rubber of only about 241 acres, or considerably less than they had a year ago. As to future prospects and cost they were well provided, as they were fortunately able to place an issue of £10,000 Debentures, which should provide funds to carry on for some time, besides which they had also arranged for a further £5,000 if necessary. As regarded their prospects from the agricultural side everything now pointed to a more satisfactory state of things. Their present area was now clean wooded, and they intended replanting such further area as they found possible, always provided they had sufficient labour to maintain it. On the 24th of June they commenced tapping, 1,444 trees being then under the knife, and a further 2,000 had since come into the tapping round, which number should again be considerably added to during the year. Although they had certainly had more than their share of misfortunes he was sanguine that they had now turned the corner, and could look forward to brighter prospects in the future. (Hear, hear.) The report was adopted.

STRIKE AGAINST A WOMAN MAYOR.

NEW ERA OF INDUSTRY IN A KANSAS TOWN. New York, Sept. 18. Suffragism in Kansas has caused a sex revolution in the town of Hays, where the men officials are protesting against the rule of Mrs. Ella Wilson, who recently was elected mayor. They declare she is arbitrary and unfair in her executive work, and they are trying to force her to resign. The municipal council, composed of men, has refused to levy any taxes, and officials are therefore without salaries. The men heads of the various departments are declining to work with the mayor, and all government business is at a deadlock.

Mrs. Wilson has secured the support of Governor Stubbins, of the State of Kansas, and she has issued an ultimatum to the men. She has the appointing power over most of the Hays municipal departments, and she announces she will oust the men and fill every post with women unless there is a change in the masculine attitude toward her.

"I am not going to resign, and don't you forget it," she is quoted as saying to an interviewer. "On the contrary, if I can bring it about, and I think I can, I am going to have a city administration composed of women from dog-catcher to mayor."

"Yes, I want a woman city marshal. A woman can handle that police office just as well as a man. Because we have no regular marshal now. I am doing the work myself. The town is morally cleaner now than it ever was when a man had the job. Women can tell by sense of smell whether the law is being broken, and gaming places and other resorts are open, and my nose is as good as any one's."

"There aren't any political pulls in our town since I became mayor. Any man who works for the city's money is going to earn it, or he gets fired. I'll add, also, that when I quit the office of mayor, there won't be any men crowding around over what they 'put over' on me."

INTIMATIONS.

ROUGH AND SCALY SKIN FOR YEARS

Face, Neck and Arms Affected. Became Very Red. After Washing was Sore and Painful. To Go Out of Doors was Awful. Instead of Getting Better, it Got Worse.

Used Cuticura Remedies, and Skin is Now Smooth and Healthy.

"For six or seven years I had a very rough and at times scaly skin but not very painful until the autumn of 1903 when it became very red and after washing it was very sore and so painful I dreaded to touch it. To go out of doors was awful. I asked my doctor about it and he told me I was run down and that I would soon be all right again. But instead of getting better it got worse until I gave up Cuticura Soap, Cuticura Ointment and Cuticura Pills a trial. Then I saw an improvement, and before I had used the second set of the Cuticura Remedies it had completely disappeared, and my skin is now smooth and healthy. It was my face and neck and arms that were most affected. I may add that I have used Cuticura Ointment for any brulés or scratches on my children, always with good results." (Signed) Mrs. Fannie English, Harrington, York, Somerset, England, Dec. 7, 1909.

Cuticura Remedies are the most economical treatment known for eruptions of the skin and scalp. Sold throughout the world. Exporters: London, 27, Abchurch Lane; Paris, 10, Rue de la Harpe; New York, 15, N. 4th St.; San Francisco, 10, California St.; Hong Kong, 40, Queen's Rd. Cuticura Soap, Cuticura Ointment, Cuticura Pills, and Cuticura Cream, are sold everywhere.

Chas. J. Gaupp & Co.

Have Just Received a New Selection of Goods from

MAPPIN & WEBB,

LONDON.

Comprising for—

SILVER CUPS, PRESENTATION PLATE, TEA SERVICES, &c., &c., PRINCES PLATE, TABLE WARE, CUTLERY, FIRST KNIVES and FORKS, DRESSING CASES with SILVER FITTINGS, LEATHER HAND-BAGS, and WALLET, RAZORS.

[254]

PINCENEZ and SPECTACLES

Accurately Fitted to Each Individual's Face.

Our Stock is Complete, Assortment Varied, in all Metals.

Lenses Ground on the Premises.

From

LARK & Co. SCIENTIFIC OPTICIANS. WORK BLDGS. CHATER RD. HONGKONG.

[1289]

THE LEEDS FORGE CO., LD., LEEDS

Specialists in the Manufacture of RAILWAY ROLLING STOCK of every description.

Pioneers in the design and manufacture of
PRESSED STEEL UNDERFRAMES and BOGIES and ALL-STEEL
RAILWAY WAGONS.

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**THE TAIKOO DOCKYARD AND
ENGINEERING CO. OF HONGKONG, LD.**
1294] Agents, BUTTERFIELD & SWIRE.

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DR. M. H. CHAUN,
DENTAL SURGEON,
33, QUEEN'S ROAD CENTRAL.

1ST FLOOR, ROOMS 2 and 3 From the
University of Pennsylvania, U.S.A.
Telephone 126.
Hongkong, 27th January, 1910. [1103.

SIEN TING

SURGEON DENTIST,
No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE
Consultation Free.
Hongkong, 21st September, 1905. [1171

NOTICES TO CONSIGNEES

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, HULL, LONDON
AND SINGAPORE.

THE Steamship

"GLENSTRAE," having arrived from
the above Ports, Consignees of Cargo are
hereby informed that their Goods are being
landed at their risk into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Company, Limited, Kowloon, and stored at
Consignees' risk and expense.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on MONDAY, 6th Nov., at 10 A.M.
All Claims must be presented within FIFTEEN
Days of the Steamer's arrival here, after which
date they cannot be recognized.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 6th Nov. will be subject
to rent.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 30th October, 1911. [1311

MITSU BISHI GOSHI KWAISHA.

(MITSU BISHI CO.)
COAL DEPARTMENT

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OCHI, MUTABE, YOSHINOTANI,
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SHINNEW and KAMIKAMADA.

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No. 2, Pedder Street, Hongkong
Hongkong, 10th August, 1911. [1663

GRACA & CO.

Pedder St. (Hongkong Hotel Building),
Dealers in

POSTAGE STAMPS, VIEW POST
CARDS, FLOWER SEEDS,
CIGARS, BOOKS, &c.

Just Received a Fine Selection of
FLOWER and VEGETABLE SEEDS.

Also for Sale
A few rare Macao provisional Stamps of
1 cent POSTAL, 2 cent and 5 cent
surcharge and Cat Stamps.
Inspection Invited. [1221

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE and PHOTO GOODS

AS SUPPLIED TO THE HOUSE OF
LORDS AND HOUSE OF COMMONS

THORNE'S

OLD VAT

No. 4.

This vat was started by the late Robert Thorne
of Greenock and has been sold as No. 4 since 1831

SCOTCH WHISKY.

SOLE AGENTS IN

HONGKONG, CHINA & MANILA

A. S. WATSON & Co., LTD.

[1223

As a Rule
you find that the longer
people have used it, the
less inclined they are to
go without it.

**Calvert's
Tooth Powder**

They know—they can tell from
their teeth—how well the denti-
fice does what they want, that
food particles are never allowed
to accumulate round teeth which
are kept so beautifully clean.
Then it contains the antiseptic
properties needed, and it polishes
without scratching the enamel,
and is distinctly pleasant to use.
Your local Chemist or Store
is sure to stock and sell it.
F. C. CALVERT & Co., Manchester, Eng.

487-1

**MARTIN'S
APIOL-STEEL
PILLS**

A French Remedy for all irregularities.
Thousands of Ladies always keep a box of
Martin's Pills in the house, so that on the first
sign of any irregularity of the system a
timely dose may be administered. Those who
use them recommend them, hence their success
is proved. All Chemists and Druggists sell them
throughout the World, or post free to
MARTIN, or via Southampton, Eng.

**MARTIN'S
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PILLS**

**FOR
NERVOUS EXHAUSTION**

LOSS
of
MEMORY
and
DEBILITY
and

to
feed the
NERVES

**CHAPOTEAU'S
PHOSPHO-GLYCERATE OF LIME**

It increases vital energy and nerve
force, cures Neurasthenia, Dyspepsia,
Insomnia, and nervous diseases in adults
and children.
—IN CAPSULES, IN WINE, AND IN SYRUP

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GENT'S OUTFITTERS.

NOW SHOWING

Everything for

Gent's Evening Wear

Soft and Stiff DRESS Shirts.
New Shapes in DRESS Collars.
Latest Styles in DRESS Ties.
Tailor-made DRESS Waistcoats.

DRESS Socks.
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DRESS Boots.
COURT Shoes.

DURABLE EVENING WHITE GLOVES.

Wm. Powell, Ltd. 28, QUEEN'S ROAD.

[1130

MONEY IN GERMANY.

THE CREDIT WITHDRAWALS AND
THE OUTLOOK.

(FROM A CORRESPONDENT OF "THE TIMES.")

BERLIN, Sept. 21.
The decision to raise the official rate of
interest from 4 per cent. to 5 per cent., which
was taken last Tuesday by the directors of the
Reichsbank, was fully in accordance with ex-
pectations. Various considerations of a general
character have for some time past made it plain
that the Bank would have to take strong
measures to protect its position, and especially
its gold reserve, during the last quarter of the
year. On Monday the necessity of an im-
mediate step became obvious through the rise
in the rate of private discount to 4½ per cent.—
that is to say, to a point higher than the official
rate, which is a very rare occurrence on the
Berlin Money Market. In his review of the
results which rendered necessary a change in
the rate the President of the Reichsbank, Herr
Hasek, pointed out that while last year the
gold reserve of the Bank increased by
£500,000 between September 7 and 15 it has
this year during the same period decreased by
£850,000. Similarly the value of bills and
securities mortgaged to the Bank had this year
increased by £9,400,000, as compared with an
increase of £2,150,000 last year. Throughout
the present year the amount of uncovered notes
had always compared favourably with the
figures of last year until September 15, when it
exceeded the amount on the amount of the
year by £2,800,000. Finally, the amount of the
reserve of tax-free notes last Tuesday stood
at £5,500,000, as compared with £4,600,000
on September 19, 1910, a result which though at
first sight favourable becomes unfavourable
when it is considered that in the interval the
Bank has been authorized to increase the value
of its tax-free notes by £3,000,000, an amount
which must consequently be deducted from the
£5,500,000 quoted above before a fair compar-
ison between the present situation and that of
last year can be made.

THE NEW RATE ON CREDIT.
Although a rise of 1 per cent. in the official
rate must certainly be regarded as a proof that
the actual state of the Money Market is such as
to call for caution, it must be remembered that
a precisely similar change from 4 per cent. to
5 per cent. has now taken place at this season
for three years in succession. The German
Money Market is at present dominated above
all by the necessity of preparing for the heavy
demands incident to the end of the quarter.
It is also largely influenced by considerations
arising out of the political situation and the
withdrawal of foreign money for which that
situation is in part, at any rate, responsible. In
financial circles, however, the situation is not
regarded as one which need give rise to anxiety,
and it is assumed that the approaching quarterly
balance of accounts will be effected without
any special inconvenience. So far as the
Reichsbank is concerned, it will certainly be
relieved by the new provisions which came
into force at the beginning of the present year.
In accordance with which the untaxed note-
issues may at the end of the quarter be in-
creased to £37,600,000 instead of being limited,
as hitherto, to £25,650,000. On the other hand,
the Bank, as is known, was compelled last June
to introduce new conditions for loans issued
against securities mortgaged in order to meet
the requirements of the business world at the
close of the quarter. By this measure such
loans if they exceed £1,500 are subject to 10
days extra interest in addition to the ordinary
charges. According to the official declaration
of the directors of the Reichsbank the measure
was found necessary in order to safeguard the
Bank against the danger of finding that its
note-issue had exceeded the legal proportion
which it must bear to the Bank reserves of metal
(one-third, at least, of the note-issue must be
covered by coin, or bars, and the remainder by
three months' bills of the highest quality).
The measure is, however, in fact, intended
rather as a warning to others than as a relief
to the Bank. The Reichsbank is principally con-
cerned to prevent the banks from giving credit
too easily. It wishes to make certain that money
required to meet a passing demand shall not
be used in order to make it possible to con-
tract fresh liabilities. The engagements of the
clients of the banks are, as far as possible, to be
limited in order that the banks may not part
with their disposable capital for too long
periods. The Reichsbank, of course, cannot
employ forcible methods to bring about the
accomplishment of its wishes, and it cannot
prevent people from discounting at the Bank
a larger number of bills than it desires. But

it has been circumvented by procuring money on
bills of exchange instead of by mortgaging
securities. The Bank regards the innovation
with disfavour, because it increases the price of
money retained over the end of the quarter.
The banks have naturally imposed correspond-
ing conditions and demand from 10 per cent. to
15 per cent. for money required for the purpose
of prolonging Bourse engagements over this
period. There is a further circumstance which
increases the unpopularity of the measure. At
the end of the June quarter the banks laid in
demands upon the Reichsbank the banks laid in
a store of foreign money and relied to a large
degree upon their foreign credits. When the
Settlement was over these superfluous sums re-
mained for some time on the market, giving a false
appearance of easy money which did not corre-
spond to the facts. Moreover, it is considered
doubtful whether the Reichsbank itself will benefit
appreciably by the measure. It is true that on
the present occasion there has been ample time
to take precautions to prevent their money, but
it is a question whether the foreign credits
which in June helped to ease the situation, will
in present political circumstances, be as readily
available.

EXTENT OF THE FRENCH WITHDRAWALS.

In this connection, however, it may be pointed
out that the amount of inconvenience arising
from this source may prove to be less serious
than is feared. That France should have given
the withdrawal of part of her
credit balances is perfectly comprehensible;
but the amount which France still held on
deposit in the German banks has been greatly
exaggerated. According to trustworthy esti-
mates it cannot have exceeded some £10,000,000.
For France has been steadily withdrawing money
from Germany throughout the summer. Apart
from political considerations the recent with-
drawal of French money from the German
banks is sufficiently explained by the increased
demand for money in France itself. That
such demands exist has been proved clearly
by the fact that within the past few
weeks the gold reserve in the Bank of
France has fallen considerably. Russian money,
notwithstanding rumours to the contrary,
has not been claimed at all. The only sums of
importance which Russia holds on deposit in
Germany are earmarked for the service of the
Russian Loan and cannot be withdrawn at all.
The loss of foreign deposits has been made good
by the sale of American securities. America
has shown a strong desire to avail herself of
the favourable rates of interest prevailing in
Germany, and so far, at any rate, has not with-
drawn any of her deposits.

In considering the effects of the withdrawal
of foreign money, it must not be forgotten that
this is an evil which tends to remedy itself.
Money has a tendency to gravitate to those
centres where it can obtain the best interest;
and thus it may be regarded as certain that
as the rate of interest in Germany rises, the
foreign money will tend to find its way back
again. That comparatively high rates of
interest may be expected to obtain during the
last quarter of the year may be inferred from
among other indications; the reserved attitude
which the banks have recently maintained. It
is especially to be noted that they have been
conspicuously inactive in the securities market.
From this it may be gathered they reckon
upon advantageous rates of interest during the
last months of the year, and accordingly wish
to have at their disposal the largest possible
sums. Industry has not of late made any
special demands on credit, partly owing to the
fact that most new industrial issues were ab-
sorbed during the first six months of the year.
In conclusion it may be stated that there is
not at present any strong desire to believe that
the close of the year will be marked by abnor-
mal money conditions, and it seems likely that
the rate of discount will not be higher during
the approaching quarter than it was at the
corresponding period of last year.

ON SALE.

A TABLE OF THE
RATES OF EXCHANGE
AT HONGKONG
FOR
DEMAND DRAFTS ON BOMBAY

On the Day Preceding the Departure of the
English Mails from the Year of the Closing
of the Indian Mints to the Free Coinage of
Silver

FROM 1893 TO 1909;

BECHSTEIN PIANOS

SOLE AGENTS:
ROBINSONS.

734

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH
Alacrity, despatch-boat, 700 tons, 4 guns, 2,000
h.p., Comdr. A. Lowndes, Hankow.
Astoria, 2nd class cruiser, 4,360 tons, 10 guns,
7,000 h.p., Captain E. B. Kiddle,
Hongkong.
Atlas, admiralty tug, 615 tons, 1,400 h.p.,
Master S. West, Hongkong.
Bramble, gunboat 710 tons, 900 h.p., Lieut.
Comdr. B. G. Washington, Kiangling.
Britomart, gunboat, 710 tons, 900 h.p., Lieut.
Comdr. J. M. Barker, Hankow.
Cadmus, British sloop, 1,070 tons, h.p. 1,400.
Ed., Comdr. H. Lyne, Hankow.
Gherub, water tank and tug, 590 tons, h.p. 340.
Master W. Smith, Hongkong.
Olio, British sloop, 1,070 tons, h.p. 1,400.
Comdr. H. E. Yeale, Shanghai.
Fame, torpedo-boat destroyer, 340 tons, 6
guns, 5,700 h.p., Lt.-Comdr. H. S. Monroe,
Canton.
Flores, 2nd class cruiser, 4,360 tons, 10 guns,
7,000 h.p., Captain C. F. Corbett, M.V.O.,
Hongkong.
Handy, torpedo-boat destroyer 295 tons, 6 guns,
4,000 h.p., Lieut.-Comdr. Hon. Guy Stop-
ford, Hongkong.
Janus, torpedo-boat destroyer, 320 tons, 6 guns,
3,900 h.p., Lt.-Comdr. M. B. R. Blackwood,
Canton.
Kent, armoured cruiser, 9,800 tons, 14 guns,
h.p. 22,000, Capt. S. St. J. Farquhar,
Hongkong.
Kinsale, river gunboat, 516 tons, h.p. 1,200.
Lieut.-Comdr. T. J. S. Lyne, Hankow.
Moxin, surveying ship, 1,070 tons, 6 guns, 1,400
h.p., Comdr. B. O. M. Davy, Labuan.
Minotaur, armoured cruiser (flagship Vice-
Admiral Sir A. L. Wintles, K.C.B.,
C.V.O., C.M.G.), 14,600 tons, h.p. 27,000.
Capt. G. C. Cayley, Hongkong.
Monmouth, armoured cruiser, 9,800 tons, h.p.
22,000, Captain L. E. Power, M.V.O.,
Kobe.
Moorhen, river gunboat, 180 tons, 2 guns,
h.p. 800, Lieut.-Comdr. G. P. Leth,
West River.
Newcastle, 2nd class cruiser, 4,800 tons, turbines,
Captain George P. E. Hunt, D.S.O.,
Nanking.
Nightingale, river gunboat, 85 tons, 240 h.p.,
Lt.-Comdr. Claude Hillersden-Woodward,
R.N., Yangtze.
Oster, torpedo-boat destroyer, 385 tons, 6 guns,
5,300 h.p., Comdr. Lambie, Nanking.
Robin, river gunboat, 85 tons, 2 guns, 240 h.p.,
Lt.-Comdr. Cosmo A. O. Douglas, West
River.
Rosario, depot ship for Submarines, 980 tons,
h.p. 1,400, Lt.-Comdr. N. E. Archdale,
Hongkong.
Sandpiper, river gunboat, 85 tons, 2 guns, 240
h.p., Lieut.-Comdr. E. J. J. Southby,
Hongkong.
Snipe, river gunboat, 85 tons, 2 guns 240 h.p.,
Lt.-Comdr. Maurice B. Leslie, Shanghai.
Taka, torpedo boat destroyer, 395 tons, h.p.
6,000, Gunner E. J. Trille, R.N., Hong-
kong.
Tamar, receiving ship, 4,650 tons, 6 guns,
Commodore Byres, Hongkong.
Teal, river gunboat, 180 tons, 2 guns, 800 h.p.,
Lieut.-Comdr. E. J. Buchanan, Changkiang.
Thistle, gunboat, 710 tons, 900 h.p., Lieut.
Comdr. M. B. Baillie Hamilton, Hankow.
Virago, torpedo-boat destroyer, 395 tons, 6 guns,
5,300 h.p., Lieut.-Comdr. Harold D. Adair,
Hull, cruising.
Waterwitch, surveying ship, 620 tons, 450 h.p.,
Lieut.-Comdr. R. L. Haacook, Singapore.
Whiting, torpedo-boat destroyer, 360 tons,
guns, 5,900 h.p., Lieut.-Comdr. G. F.
Hartford, cruising.

Widgeon, gunboat 195 tons, 2 guns, 800 h.p.,
Comdr. M. H. Wilding, Kiating.
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p.,
Lieut.-Comdr. B. R. Brooke, Yangtze.
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p.,
Lieut.-Comdr. G. F. A. Mulock, Hankow.

SUBMARINES:—
No. 36, Godfrey Herbert, Lieut.-Comdr.
No. 37, A. A. L. Fenner, Lieut.-Comdr.
No. 38, J. R. A. Codrington, Lt.-Comdr.

AUSTRIAN.
Kaiserin Elisabeth, Austrian protected cruiser,
4,000, Fregattenkapitan Oskar Hans,
Northern Waters.
Panther, third class cruiser, 1,530 tons, Fre-
gattenkapitan, Theodor Skarl Edl. von
Schmidthain.

FRENCH.
Achères, armoured gunboat, 1,330 tons, 9 guns,
1,700 h.p., Lieut. Bertrand, Saigon.
Alger, 2nd class cruiser, 4,320 tons, 22 guns,
6,100 h.p., Commander Fourrier, Hongkong.
Alouette, gunboat, 506 tons, 7 guns, 400 h.p.,
Commander Badin, Saigon.
Argus, river gunboat, 180 tons, 6 guns, 570 h.p.,
Lieut. Audouard.
Baignonnette, gunboat.
Cimetière, gunboat, 140 tons, Reserve, Saigon.
Carondelet, gunboat, 184 tons, Reserve, Saigon.
Dédée, gunboat, 630 tons, 10 guns, 800 h.p.,
Lieut. de Villars, Shanghai.
Dédée, armoured cruiser, 7,578 tons, 26 guns,
17,400 h.p.
Desaix, armoured cruiser, 7,578 tons, 26 guns,
17,400 h.p.
D'Herveyville, gunboat.
Estoc, gunboat, 141 tons, Reserve, Haiphong.
Eutrigon, sub-marine, 70 tons, 60 h.p., Lieut.
Comdr. Saigon.

GERMAN.
Manche, surveying-ship, 1,825 tons, 10 guns,
800 h.p., Commander Ragot de la Tonche,
Saigon.
Monquet, destroyer, 900 tons, 7 guns, 6,300
h.p., Commander de la Roche-Kerandrac,
Saigon.
Oly, river gunboat, 170 tons, 6 guns, 500 h.p.,
Lieut. de Malendroville, Upper Yangtze.
Péhu, river gunboat, 130 tons, 4 guns, 280 h.p.,
Lieut. Pasch, Tongku.
Perle, sub-marine, 70 tons, 60 h.p., Lieut. Mon-
nier, Saigon.
Pistole, destroyer, 800 tons, 7 guns, 7,000 h.p.,
Commander Mortenol, Hongkong.
Protée, sub-marine, 70 tons, 60 h.p., Lieut.
Morris, Saigon.
Redoutable, battleship (reserve), 9,330 tons,
87 guns, 6,200 h.p., Capt. Drouot, Saigon.
Styx, armoured gunboat, 1,800 tons, 8 guns,
1,600 h.p., Lieut. Seriot, Saigon.
Taku, destroyer, 280 tons, 6 guns, 6,500 h.p.,
In Reserve, Saigon.
Vauban, torpedo-depot, Commander Mortenol,
Hongkong.
Vétéran, torpedo-depot, Lieut. Bihel, Cap
Saint-Jacques.
Vigilante, river gunboat, 180 tons, 6 guns, 7 h.p.,
Lieut. Dumonin, Sikiang.

GERMAN.
Aroona, cruiser, 2,719 tons, Captain von Hippel.
Amoy.
Itia, gunboat, 1,000 tons, 10 guns, h.p.
Captain Lane.
Jaguar, gunboat, 900 tons, 10 guns, 1,300 h.p.,
Captain Graf von Posadowsky-Wehner.
Leipzig, cruiser, Captain Engel.
Luchs, gunboat 750 tons, 10 guns, 1,344 h.p.,
Captain Böhlen.
Soharbarst, armoured cruiser (flagship)
11,420 tons, 52 guns, 26,000 h.p., Captain
Zur See, Mass.
Taka, torpedo, 280 tons, 4 guns, and 2 torpedo
tubes, 6,000 h.p., Kommandant Kolbe
(Hans) Bertram.
Torpedo boat "Sgo," Kapitän Leut. Heyden.
Tiger, gunboat, 900 tons, 10 guns, 1,300 h.p.,
Captain v. Koss.
Teisigtau, gunboat, 170 tons, 5 guns, 1,300 h.p.,
Captain Ross.
Yaterland, gunboat, tons, 3 guns, 500 h.p.,
Captain Toussaint.

PORTUGUESE.
Patria, gunboat, 700 tons, Captain J. Affrezo.
UNITED STATES.
Rear-Admiral Joseph B. Murdock, U.S.N.,
Commanding.
First Division.
Saratoga, first class cruiser armoured, 8,150
tons, flagship.
New Orleans, cruiser, 3,430 tons.
Albatross, cruiser, 3,430 tons.
Second Division.
Wilmington, gunboat, 1,397 tons.
Helena, gunboat, 1,397 tons.
Eleanore, gunboat, 560 tons.
Rainbow, Naval transport, 6,000 tons.
Villalobos, gunboat, 400 tons.
Samar, gunboat, 400 tons.
Calles, gunboat, 200 tons.
Paragu, gunboat, 300 tons.
Wharton, gunboat, 300 tons.
Quincy, gunboat, 400 tons.
Torpedo Division.
Mohican, Torpedo cruiser, 1,900 tons.
Bainbridge, torpedo boat destroyer, 420 tons.
Dale, " " " "
Harvey, " " " "
Chatterbox, " " " "
Decatur, " " " "
Submarine Division.
Shark, Adder, Porpoise and Moccasin, all 120
tons.
Special Service, Harbour Defence.
Monitor, Monitor, 4,100 tons.
" Moccasin, 4,000 tons.
Colliers.
Naushan, Pompey.

ON SALE.

**BOUND VOLUMES of the HONGKONG
WEEKLY PRESS.** January to June,
1911. With Index. Price £7.50.
On sale at the "HONGKONG DAILY PRESS,
Office.
Hongkong, 2nd August, 1911.

CHILDREN OF FAR CATHAY

A SOCIAL AND POLITICAL NOVEL OF
ABSORBING INTEREST,
By CHAS. J. HALCOMBE
(Formerly of the Imperial Chinese Customs
Service, Author of "The Mystic
Flowery Land," etc.).

THE VOLUME which consists of 146
Pages, and includes a Sketch Plan of
historical interest showing the disposition of
the Forces at the battle of Kwellin, is dedicated
to Sir ROBERT HART, G.C.M.G., and Dr. A.
BENNETT.
Its description of Chinese Social Customs
and Superstitions, combined with the insight it
gives into political conditions in China, makes
"CHILDREN OF FAR CATHAY" an excellent
volume for presentation to friends at Home.

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PROPOSED SAILING FROM HONGKONG.	(SUBJECT TO ALTERATION.)
STAMERS	Tons
SIBERIA	18,000
MANCHURIA	27,000
MONGOLIA	27,000
KOREA	18,000
SIBERIA	18,000
MANCHURIA	27,000
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KOREA	18,000

All Steamers have an Excellent "Philippine Stringed Orchestra" for the entertainment of Passengers, and are Equipped with Wireless Telegraphy.

THE P.M. S.S. "SIBERIA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 10th November, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application To European Points: Officials of any European Naval, Military, Diplomatic, Consular and Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan, to United States Points, Commissioned Officers of the United States Army, Navy, U.S. P.H. and M.H. Services, stationed at Ports of Call; also all Officials of U.S. Diplomatic Service, U.S. Consular Generals, Consuls and Vice-Consuls located in Asia, to United States and Canadian Points; Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. Between China, Japan and Manila to Officials of U.S. Diplomatic Service, U.S. Consular Generals, Consuls and Vice-Consuls located in Asia, also Commissioned Officers of U.S. Army, Navy and U.S. P.H. and M.H. Services. These Special Rates apply when travelling at their own expense and to their families. To all Points:—Missionaries and their families.

INTERMEDIATE SERVICE.

CHINA.....10,200 Tons.....FRIDAY, 17th Nov., at 1 P.M.

PERSIA.....9,000 Tons.....FRIDAY, 5th Jan., at 1 P.M.

THE S.S. "CHINA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 17th Nov., at 1 P.M.

On the Fine MAIL Steamers, CHINA and PERSIA First Class.

SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG TO LONDON via Canadian Atlantic Ports, 243.

HONGKONG TO SAN FRANCISCO via New York " " 245.

Through Bills of Lading issued to Japan, North, Central and South American Ports.

For further information as to Passage and Freight, apply to the Agency of the Companies.

FRED J. HALTON, AGENT.

REGULAR SERVICE FROM HONGKONG TO

VANCOUVER, B.C.

SEATTLE &

PORTLAND (Or.),

VIA

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS.

LEAVE HONGKONG.	ARRIVE HONGKONG.
STRATHLYON 21st Nov.	ORTERIO 15th Nov.
ORTERIO 5th Dec.	RYGJA 2nd Dec.
RYGJA 20th Dec.	SUVERIC 14th Dec.
SUVERIC 9th Jan.	KUMERIC 3rd Jan.

To be followed by other Steamers of the Company at regular intervals.

Calling at AMOY and KEELUNG if sufficient inducement offers.

The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.

Special Parcel Express to America and Canadian Ports.

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THE BANK LINE, LIMITED.

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ORIENTAL AFRICAN LINE.

NEW LINE OF STEAMERS

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SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIE" ... 3,000 tons ... to be despatched End January, 1912.

S.S. "KATANGA" ... 5,600 tons ... to Follow.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

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Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

From HONGKONG: 25th November.

From COLOMBO: 10th December.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,

MANAGING AGENTS.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers at CALCUTTA.

PROPOSED SAILINGS.

Next Departure.

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED,

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Hongkong, 31st October, 1911.

[1075-173

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION.)

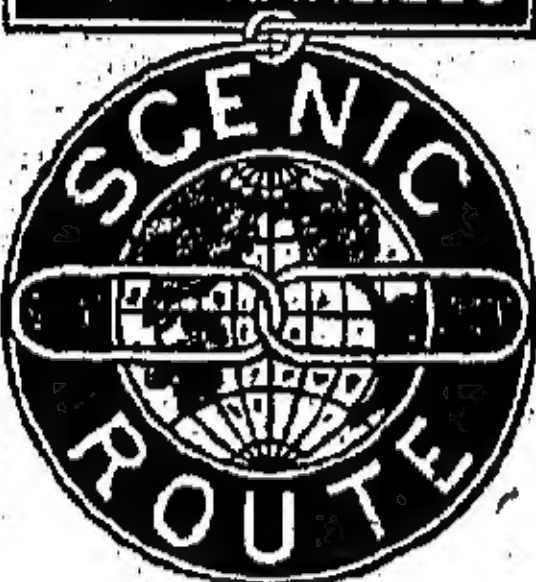
STAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
ST. ALBANS	17th Nov.	Saturday, 11th Nov.
EASTERN	1st Dec.	Saturday, 9th Dec.
ALDENHAM	15th Dec.	Saturday, 23rd Dec.
EMPIRE		Saturday, 6th Jan., 1912

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewardess are carried. For further particulars, apply to

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GIBB, LIVINGSTON & Co., AGENTS. [1262

SAN FRANCISCO TOYO KISEN KAISHA



TRANS-PACIFIC

WESTERN PACIFIC

DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU ... 21,000 tons.

S.S. CHIYO MARU ... 21,000 tons.

S.S. SHIYO MARU ... 21,000 tons.

AND 11,000 tons. (INTERMEDIATE.)

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—Daily, tant bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC—DENVER AND RIO GRANDE.

The T.K.K. Lines connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers.

Through Tourist Sleepers.

Dining Cars—Observation Cars.

Electric Lights—Electric Fans, Union Depots.

New land, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierra—Feather River Canon—and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York (Transatlantic Steamers) and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT,

17, WATER STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG.

SHIPPING IN PORT.

ARRATON APOL, British str., 2,951, G. F. Hudson, 24th Oct.—Moji 24th October, General—David Sassoon & Co.

AWA MARU, Japanese str., 3,912, P. Iriwasa, 29th Oct.—Seattle and Shanghai 26th Oct. General—Nippon Yusen Kaisha.

CHONGSHING, British str., 1,223, Y. Liddell, 31st Oct.—Tientsin and Weihaiwei 25th Oct. General—Jardine, Matheson & Co.

CHENAN, British str., 1,350, W. Lloyd Jones, 30th Oct.—Shanghai 26th Oct. General—Butterfield & Swire.

CHOKANG, British str., 1,424, M. Courtney, 30th Oct.—Karatsu 24th October, Coal—Jardine, Matheson & Co.

CHUNANG, British str., 1,418, C. J. Matlock, 25th Oct.—Sundakan 27th Oct. Timber—Jardine, Matheson & Co.

DAITA MARU, Japanese str., 2,798, K. Kobayashi, 17th Oct.—Wakamatsu 12th October, Coal—Mitsui Bishi Goshi Kaisha.

DAUBE, Norwegian str., 735, Paulsen, 26th Oct.—Sourabaya 15th October, Sugar—Jardine, Matheson & Co.

DEYAWONG, German str., 1,269, E. Gathmann, 28th Oct.—Pangkok and Hoihow 27th Oct. Rice—Butterfield & Swire.

EMPEROR OF INDIA, British str., 5,940, E. Beetham, 26th October—Vancouver, B.C., 4th Oct. Mails and General—C. P. R. Co.

HOPKINS, British str., 1,359, J. M. Hay, 30th Oct.—Hongay 28th Oct. Coal—Jardine, Matheson & Co.

JAPAN, British str., 3,806, A. Stewart, 30th Oct.—Singapore 24th Oct. General and Opium—David Sassoon & Co.

K. AUG. KISTLER, Dutch str., 3,954, Biesen, 25th Oct.—Borneo 1st Oct. Bulk oil—Asiatic Petroleum & Co.

KIRIN MARU, Japanese str., 2,561, M. Deguchi, 1st Oct.—Moji, Matsue, etc.—Nippon Yusen Kaisha.

KONOHOW, British str., 1,450, Martin, 27th Oct.—Rangoon and Manila 24th October, Rice—Man Fat.

KWANGLOO, Chinese str., 1,648, E. H. Pratt, 29th Oct.—Shanghai 26th Oct. General—C. M. S. N. Co.

LANDRAT SCHEFF, German str., 1,015, A. Struve, 29th Oct.—Bangkok 21st, Hoihow 28th October, Rice and Wood—Kin Tye Lung.

LOCKSW, German str., 1,627, W. Tamber, 31st Oct.—Manila 28th Oct.—Butterfield & Swire.

LOONGANG, British str., 1,035, G. W. Lesak, 31st Oct.—Manila 28th October, General—Jardine, Matheson & Co.

LYEWOOD, German str., 1,238, V. Pilgrim, 30th Oct.—Saloon 26th Oct. General—Order.

MACHEW, German str., 996, R. G. Zoller, 9th Oct.—Singapore 1st and Hoihow 8th Oct. General—Butterfield & Swire.

MAZOP, British str., 1,488, Ulfall, 31st Oct.—Singapore 24th Oct. Sugar, etc.—Yung Tai Long.

MINNEOLA, American str., 13,323, T. W. Garlick, 28th October—Seattle 18th Sept and Manila 26th Oct. General—Nippon Yusen Kaisha.

OANPA, British str., 5,810, W. Cope Lyocott, 29th Oct.—Vancouver, B.C., 19th Sept. General—Butterfield & Swire.

ONKANG, British str., 1,747, A. G. Smith, 18th October—Chin Wang Tao 11th October, Coal—C. M. S. N. Co.

PETCHABULI, German str., 1,313, Gorowich, 30th October—Liverpool and Hoihow 27th Oct. General—Butterfield & Swire.

PITSANULOK, German str., 1,207, D. Beimers, 23th October—Bangkok and Swatow 27th Oct. Rice—Butterfield & Swire.

PONGRONG, German str., 998, W. Rotafuhr, 5th Oct.—Bangkok 26th Sept. Rice and Teakwood—Butterfield & Swire.

ROMANY, British str., 2,916, McDonnell, 25th Oct.—Shanghai 21st Oct.—Asiatic Petroleum Co.

SABINE BICKMEERS, German str., 2,562, H. Bundelin, 26th October—Port Natal 24th Sept. Case petroleum—Standard Oil Co.

SEXTA, German str., 992, N. Jensen, 29th Oct.—Bangkok and Swatow 28th Oct. General—Kin Tye Lung.

SHIYO MARU, Japanese str., 7,223, H. S. Smith, 24th October—San Francisco 27th Sept. General—Toyo Kisen Kaisha.

SIBERIA, American str., 5,555, A. Zeeher, 30th Oct.—San Francisco 4th Oct. Mails and General—P. M. S. S. Co.

SIKOKU MARU, Japanese str., 2,466, P. Yoshihara, 30th Oct.—Mikie, Coal—Order.

SZCHUEN, British str., 1,142, E. C. Jones, 20th Oct.—Newchwang 15th Oct. General—Jardine, Matheson & Co.

YATSHING, British str., 1,424, S. J. Payne, 19th October—Cheriton 10th October, Sugar—Jardine, Matheson & Co.

YU SHUN, Chinese str., 1,079, C. Westerlund, 27th October—Tientsin and Chefoo 20th October, General—C. M. S. N. Co.

LATEST STEAMER MOVEMENTS.

The Bank Line str. *Orterio* from Vancouver arrived at Yokohama on the 1st inst. en route for Hongkong, and is due here on the 12th inst.

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr & Mrs A. M. Baldwin
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Mr W. H. Lee
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Mr V. d'Ostingen
Mr J. Ormiston
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Mr H. P. Pinckney
Mr & Mrs F. C. Preston
Mr & Mrs H. Ray
Miss P. Ray
Mr L. F. Robbins
Mr G. Ross
Mr S. Stafford
Mr & Mrs W. D. Sanborn
Mr & Mrs V. Schneider
Mr A. S. Shotton
Mr & Mrs A. S. Stainer
Mrs W. M. Stratton and baby
Mr J. C. Sibley
Mr C. C. Sison
Mr P. D. Sutherland
Mrs H. A. Tarry
Miss M. P. Tarry
Mrs Tolman and child
Mr A. K. Vaughan
Mr & Mrs E. Vollbrecht
Mr E. J. Warren
Mr E. J. Waterman
Mr C. E. Watkins
Mr C. A. West
Mr & Mrs C. W. Weizore

GRAND HOTEL.

J. W. Bayfield
W. H. Petter
J. Roubil de Coligny
Mr & Mrs A. B. Crow
J. C. Edwards
Mrs Pennington
R. Holwein
H. James
Mr & Mrs. Jorgers and child
John E. Kishorn
F. P. Lenfesty
Mr & Mrs Frank Moss
and of 11th
N. Macnure
C. N. Vanth
Mrs G. W. Marshall
W. Macdonald
F. D. Mount
H. W. J. Muller
P. W. L. Nanninga
H. O'sen
W. Pattison
Mr & Mrs. E. Perkins
A. C. A. Porters
J. W. Pringle Jr.
A. Rhende
Mrs Roberts
W. Rud's
H. G. Smith
A. J. Spag
R. Taylor
R. T. Ker
J. M. J. Vekey
D. Wait
H. Walling
E. J. Worner
Mrs Young & daughter

KINGSLAND PRIVATE HOTEL.

Mr E. Arndt
Mr & Mrs Ancoot
Mr W. A. Ancoot
Mr H. Pennist
Dr & Mrs G. D. R.
Black
Dr & Mrs B. W. Brown
Mr & Mrs E. Crawford
Comdr & Mrs A. Farley
and child
Mr & Mrs J. Donnelly
Mr & Mrs J. Hayes
Mr H. Hoffman
Mr & Mrs J. Inger
Miss E. Kewich
Mr & Mrs J. P. Lamont
and children
Mr & Mrs H. A. Nisbo
and child
Mr & Mrs A. C. Logan
Miss K. A. Maury
Mr & Mrs J. F. MacGregor
Mr E. J. McKelvey
Mr R. S. Morrison
Mr & Mrs J. B. Pennan
Sir Francis Pigotti
Mr J. Roberson
Mr G. Sachs
Mr M. E. Seaver
Mr L. L. Shields
Mr R. D. Stewart
Mr S. P. Warlock
Mr B. Webb
Mr Westphal
Mr Whyte
Mr W. H. Wigney
Mr J. W. Wilson

THE THEOSOPHICAL SOCIETY'S ADVANCE.

Mrs. Annie Besant has just commenced her return journey to India, where she has achieved so much educational work on behalf of the International Theosophical Society and in other ways. She will possibly renew her efforts to secure a university at Banarases, though, for the moment, success seems unlikely. Before leaving England Mrs. Besant concluded negotiations and passed plans for the spacious new headquarters of the Theosophical Society to be built in Tavistock-square. She hopes to return to this country in the Spring.

"The Theosophical movement generally has been making very rapid progress during the last four or five years," said Mrs. Besant to an Evening Standard representative. "Evidence of the increasing interest in it is to be found in the fact that we had difficulty in getting any place large enough to hold all the people who wished to attend our lectures. So many people desire to know more about our work and such a large sphere of operations is opened up to us that we thought it was time to have a new headquarters in London."

"Each country has its own national society, and we are all bound together in one large international association. Our members total 20,356. All of them are active workers, and annually subscribe to the funds. You must multiply that number by five or six to calculate how many people usually attend our meetings, and by a much larger figure to arrive at the number of our sympathisers. One criterion which more than any other shows the growing interest in our work is the enormous increase in the sales of our books."

"For our new premises (which are estimated to cost £40,000) we have obtained land in Tavistock-square from the Duke of Bedford on a two hundred years' lease, and also a piece from the Skirrow Company. The latter purchase will enable us to provide a large quadrangle. We shall have a big hall capable of seating one thousand people; four smaller halls each to accommodate three hundred, a library, a reading room, a suite of about twelve rooms for the various departments of the society's work, and about forty-five flats."

"I am going to India to continue our work there. We have a large society in India, and we give facilities for students of good general education to make a special study of Theosophy. There are about sixty of them there now, studying with a view to meeting the demand for lecturers in different parts of the world. Students come from all countries of Europe, America, New Zealand, and Australia—quite a cosmopolitan company."

"For several years I have been trying to get a university at Banarases, where, for twelve years or more, we have had a large college, in which we have attempted to bring about great educational reforms. Lord Minto was very favourable to the idea, and before he left the Viceroyalty he forwarded to the India Office a petition in favour of a charter being granted. Lord Minto is very much loved in India, and the people believe in his good feeling and good will."

"Lately an Indian pundit has taken up the idea, and he is appealing for funds. I am quite willing to co-operate with him if he will agree to a university on modern lines, and one not too rigidly orthodox. We are strongly in favour of teaching religion and morality on broad and reasonable lines. I had hoped to be able to get the scheme through during my stay in London, and to ask the King to lay the foundation stone during his forthcoming visit, but the political and industrial crises have not made the time good for getting at members of the Government. There is not, I fear, much chance of securing the charter at present."

Discussing the political outlook at home, Mrs. Besant said: "With the enormous amount of political and social disturbance which is going on—and so much religious controversy which weakens the influence of religion, it seems to me that a society like ours—which is profoundly religious, and tends naturally to order and good government—is bound to exercise a very wholesome influence."

"Personally, I feel very strongly that England just now is in a condition which, unless considerable change is brought about, may land us in civil war, with an outcome impossible to foresee. I believe—although the idea is very unpopular—in a great increase of Royal authority, and, generally speaking, in the rule of those who are competent to rule, and not of casually elected people who have no knowledge of political life and political difficulties."

"I take a very strong view of recent proceedings. The House of Lords is a relic of the Middle Ages, and the House of Commons as it is at present is a relic of the Middle Ages. But it is admittedly a very difficult problem, because, supposing the King thought it right to make any stand against Single-Chamber Government, he may risk his crown. I believe he would win."

"I should like to see a new party grow up which would really care for the nation as a nation. For the moment, there must be a Coalition Government containing the best men of the existing groups, from which a national party might spring, animated by the interest I have mentioned."

WEATHER REPORT.

On the 1st at 11.40 a.m.—The barometer has fallen moderately over Japan and risen considerably in N. China, and to a slight extent also over S. China and Tongking.

The depression lying in the neighbourhood of Vladivostok yesterday is moving into the N.E. part of the Sea of Japan.

A high pressure area is spreading over China from the N.W., and fresh to strong monsoon will set in again over the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.19 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT	FORECAST
Hongkong & Neighbourhood	{N.E. winds, strong.
Formosa Channel	{Same as No. 1.
South coast of China between Hongkong and Lamooek	{Same as No. 1.
South coast of China between Hongkong and Hainan	{Same as No. 1.
N. and N.E. winds, freshening; some rain.	

CHINA COAST METEOROLOGICAL REGISTER.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PE- NANG, COLOMBO, PORT SAID and MARSEILLES	SUMATRA	10 A.M. 2nd Nov.	Freight and Passage.
SHANGHAI, MOJI, KOBE, PALAWAN and YOKOHAMA	DELTA	About 5th Nov.	Freight and Passage.
SHANGHAI	DELTA	About 9th Nov.	Freight and Passage.
LONDON via USUAL PORTS OF CALL	ARCADIA	Noon 11th Nov.	See Special Advertisement

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 1st November, 1911.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHENAN"	On 2nd Nov., 4 P.M.
SHANGHAI	"LINAN"	On 4th Nov., 4 P.M.
WEIHAIWEI and TIENTSIN	"HUICHOW"	On 5th Nov., 4 P.M.
MANILA, ILOILO and CEBU	"TEAN"	On 7th Nov., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, through-out and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES; Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING" Saloon accommodation Amidsips; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KALFONG" is situated on Deck, aft.

SHANGHAI LINE—EAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES.—SINGLE \$15.....RETURN \$75.

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 2nd November, 1911.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
BRUNEI BAY	"CHUNSHANG"	Friday, 3rd Nov., 4 P.M.
TIENTSIN	"CHEONGSHING"	Friday, 3rd Nov., 4 P.M.
MANILA	"LOONGSANG"	Saturday, 4th Nov., 2 P.M.
SHANGHAI	"CHOTSANG"	Sunday, 5th Nov., 4 P.M.
SHANGHAI	"HANGSANG"	Tuesday, 7th Nov., 4 P.M.
SHANGHAI, MOJI and KOBE	"YUENSANG"	Friday, 10th Nov., 2 P.M.
MANILA	"YUENSANG"	Saturday, 11th Nov., 2 P.M.
SINGAPORE, PENANG and CALCUTTA	"FOOKSANG"	Monday, 13th Nov., Noon.

RETURN TOURS TO JAPAN.

(OCCUPYING 24 DAYS).

The Steamers "Kursang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Tientsin, Weihaiwei, Chefoo, Tientsin and Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS.

Hongkong, 2nd November, 1911.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIPS	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 3rd Nov., at 11 A.M.
"HAIYANG"	Capt. J. W. Evans	TUESDAY, 7th Nov., at 11 A.M.
"HAIYAN"	Capt. J. S. Rosch	FRIDAY, 10th Nov., at 11 A.M.

Steamers will arrive at and depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPEL & Co.,

GENERAL MANAGERS.

Hongkong, 1st November, 1911.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

For SHANGHAI, KOBE and YOKOHAMA:	
S.S. SLAVONIA	3rd Nov.
S.S. SCANDIA	16th Nov.
S.S. SPEZIA	2nd Dec.
S.S. SEGOVIA	14th Dec.
S.S. SILESIA	27th Dec.
S.S. AMBERA	10th Jan.
S.S. GOLDENFELS	24th Jan.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 2nd November, 1911.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Ports in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

STEAMER	Tons	CAPTAIN	DATE OF SAILING
SHINYO MARU	21,000	H. S. Smith	FRIDAY, 3rd Nov., at Noon.
CHIYO MARU	21,000	W. W. Greene	FRIDAY, 1st Dec., at Noon.
NIPPON MARU	11,000	A. G. Stevens	FRIDAY, 22nd Dec., at Noon.
TENYO MARU	21,000	E. Bent	FRIDAY, 29th Dec., at Noon.

Triple Screw, turbine engines. * Twin Screws. All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

THE new Triple Screw Steamer "SHINYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 3rd November, at Noon.

THE Twin Screw S.S. "NIPPON MARU," 11,000 tons, Captain A. G. Stevens, will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 22nd December, at Noon.

INTERMEDIATE SERVICE.

THE Twin Screw S.S. "NIPPON MARU," 11,000 tons, Captain A. G. Stevens, will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 22nd December, at Noon.

SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.) The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration):

STEAMER	Tons	DATE OF SAILING
HONGKONG MARU	11,000	WEDNESDAY, 13th December, at Noon.
KIYO MARU	17,500	TUESDAY, 18th Feb., at Noon, 1912.
BUYO MARU	10,500	TUESDAY, 9th April, at Noon.

THE Steamer "HONGKONG MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILIAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on WEDNESDAY, 13th December, at Noon.

FARES FROM HONGKONG:

To LONDON	\$71-0-0
To VALPARAISO	\$57-0-0

Fares by INTERMEDIATE STEAMER.

To HONOLULU	\$22-0-0
To SAN FRANCISCO	\$25-0-0
To CHICAGO	\$35-10-0
To NEW YORK	\$45-0-0
To LONDON via NEW YORK	\$45-0-0

Single and Round Trip to all ports are interchangeable and good for return by Intermediate Steamers of the Pacific Mail S.S. Co.

SPECIAL RATES (First Class only) are granted to principal points in the United States, Canada and Europe, on terms which may be obtained from the undersigned.

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU," "CHIYO MARU" and "SHINYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,

King's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago.) Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons	LEAVING
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"SEATTLE MARU"	6,192	WEDNESDAY, 29th Nov., at 11 A.M.
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU & YOKOHAMA	"PANAMA MARU"	6,059	TUESDAY, 14th Nov., at 11 A.M.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for cargo. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasures and Parcels. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVING
TAMUI via SWATOW, and AMOY	"DAIGI MARU"	SUNDAY, 5th Nov., at 10 A.M.
FOOCHOW via SWATOW and AMOY	"CHOSHUN MARU"	WEDNESDAY, 8th Nov., at 10 A.M.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI,

MANAGER

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PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMeward PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

to	HONGKONG	from COLOMBO to	MARSEILLES	PLYMOUTH		
COLOMBO		MARSEILLES & LONDON	(Brindisi 2 days earlier)	(London 1 day later)		
Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
ASSAYE	7500	February 3	MANTUA	11000	March 2	March 8
HIMALAYA	7000	February 17	MACEDONIA	10500	March 16	March 22
DELHI	8000	March 2	MOREA	11000	March 30	April 5
INDIA	8000	March 16	Through Steamer		April 13	April 19
DEVANHA	8000	March 30	MOLDAVIA	11000	April 27	May 3
DELTA	8000	April 13	MALOWJA	12550	May 11	May 17
ASSAYE	7500	April 27	MONGOLIA	10000	May 25	May 31
DELHI	8000	May 11	MALWA	11000	June 8	June 14

Passengers change Steamers at COLOMBO, with exception of s.s. "INDIA" and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE £106.14 RETURN.

2nd £48.8 £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

Proposed Sailings:

STEAMERS	Leave HONGKONG		Due LONDON	
	about		about	
NYANZA	7000	February 7	March	28
NILE	7000	March 6	April	19
NUBIA	6000	April 3	May	17
SUMATRA	5000	April 17	May	31
NAMUR	7000	May 1	June	14
PALAWAN	5000	May 15	June	29
BORNEO	5000	May 29	July	13
SYRIA	7000	June 12	July	27
NORE	7000	June 26	August	10

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON:

1st SALOON £55.0 SINGLE £82.10 RETURN.

2nd £38.10 £57.4

For further Particulars, apply to—

E. A. HEWETT,

SUPERINTENDENT.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	Tons	SAILING DATES
MARSEILLES, LONDON and ANTWERP via SINGA- PORE, PENANG COLOMBO, BURZ and PORT SAID	KAGA MARU Capt. M. Hagino	7,000	WEDNESDAY, 8th Nov., at Daylight.
	ATSUTA MARU Capt. Wm. Thompson	9,000	WEDNESDAY, 22nd Nov., at Daylight.
	HITACHI MARU Capt. T. Yamawaki	7,000	WEDNESDAY, 6th Dec., at Daylight.
VICTORIA, B.C. & SEATTLE	KAMAKURA MARU Capt. H. Kon	7,000	SAURDAY, 4th Nov., from Kobe
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	AWA MARU Capt. I. Izawa	7,000	TUESDAY, 7th Nov., at Noon.
	INABA MARU Capt. S. Tominga	7,000	TUESDAY, 5th Dec., at Noon.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sakino	5,000	FRIDAY, 24th Nov., at Noon.
	NIKKO MARU Capt. M. Yagi	6,000	THURSDAY, 21st Dec., at Noon.
SHANGHAI, MOJI and KOBE	CEYLON MARU Capt. T. Tazawa	6,000	TUESDAY, 8th November.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi	6,000	WEDNESDAY, 22nd Nov., at Noon.
KOBE and YOKOHAMA	MIYASAKI MARU Capt. T. Mura	9,000	THURSDAY, 9th Nov., A.M.

§ Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. † Cargo only

TEPLITZ WATER

NOW IN STOCK

\$18 PER CASE OF 100 PINTS.

FREE DELIVERY TO ANY HOUSE IN HONGKONG AND KOWLOON.

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

Hongkong, 27th October, 1911.

SCHWABINGER BEER.

OBTAINABLE FROM STOCK

AT \$19.50 PER CASE OF 48 QUARTS OR 72 PINTS.

JUST TRY IT

AT THE

GRAND HOTEL'S BAR!

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

Hongkong, 27th October, 1911.

Hoehl

Extra Dry

gout américain

Sole Representative for Hongkong and South China
Hugo C. A. Fromm, Hongkong.

Hongkong, 27th October, 1911.

POST OFFICE NOTICE

Only fully prepaid letters and post cards are transmissible by the SIBERIAN Route to EUROPE.

The attention of the public is drawn to page 10, para 23, of the Hongkong Postal Guide for 1911. Stamps intended for postage purposes may be perforated but not obliterated.

Until further Notice Parcels for the undermentioned places in China will not be accepted for transmission through the post:—
Hupei, Szechuen, Kweichow and Hunan.

The Princess Alice, with the German Mail, left Singapore, on Sunday, the 29th ultimo, at 9 a.m., and may be expected here to-day, at 2 p.m.

The Chiquen, with the Siberian Mail, is due to arrive here on Saturday, the 4th inst.

The Public are informed that the Christmas and New Year Parcel Mail to the United Kingdom and the Continent of Europe by the long sea route via Gibraltar will be closed in this Office on Friday, the 10th instant, at 5 p.m. This Parcel Mail is due in London on or about the 16th of December. The subsequent Parcel Mail is not due to reach London before the 30th of December. Parcels may be forwarded via Brindisi with an extra fee of 60 cents.

Parcels containing any article of Gold or Silver or Silver Mounted Goods must be insured for at least part of their value.

All insured parcels must be sealed, all the seals must be of the same kind of wax and must bear distinct impressions of a private device. The device on each seal must be the same. Regumetal Buttons or Badges, Curved, Crossed or Dotted lines are not admissible. Coins must not be used for sealing.

The Clerks of the Post Office are not allowed to seal or to affix stamps on letters or parcels for the public.

Parcels that in the opinion of the officer accepting the same do not comply with the regulations will not be accepted.

FOR

PER

DATE

Singapore, Penang and Colombo	Sumatra	Thursday, 2nd, 9.00 A.M.
Swatow and Bangkok	Landrat Schiff	Thursday, 2nd, 9.00 A.M.
Singapore, Penang, Bangkok and Calcutta	Kirin Maru	Thursday, 2nd, 11.00 A.M.
Macao	Sui Tai	Thursday, 2nd, 1.15 P.M.
Shanghai	Chenau	Thursday, 2nd, 3.00 P.M.
Brunei Bay	Chunwang	Thursday, 2nd, 5.00 P.M.
Swatow, Amoy and Foochow	Heiching	Friday, 3rd, 10.00 A.M.

SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, HONOLULU AND SAN FRANCISCO

Shinyo Maru

Registration	10.00 A.M.
(Registration with late fee of 10 cents, up to 10.45 A.M.)	
Registration	Kowloon
(No late fee)	9.50 A.M.
Letters	11.00 A.M.
Friday, 3rd, 1.15 P.M.	
Friday, 3rd, 2.00 P.M.	
Friday, 3rd, 3.00 P.M.	
Friday, 3rd, 3.15 P.M.	
Registration	3.15 P.M.
Printed Matter and Samples	4.00 P.M.
(Registration with late fee of 10 cents up to 4.00 P.M.)	
Registration	Kowloon
(No late fee)	3.00 P.M.
Letters	5.00 P.M.

Macao, Singapore, Penang and Calcutta

Sui Tai

Arratoon Apo or

Tientsin

Chongshing

SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, VICTORIA AND VANCOUVER, (B.C.)

Express of India

SIBERIAN MAIL TO EUROPE

Macao, Cebu, Iloilo, Angaur, Yap, Fried-

rich, Wilhelmshafen, Rabaul, Harbor-

Islands, Auckland, Brisbane, Sydney, Ho-

bart, Melbourne, New Zealand, Danc-

edin, Melbourne, Adelaide, Perth and

Fremantle

Kuchinotzu, Kobe, Yokohama, Victoria,

Tacoma, Vancouver and Seattle

NAGASAKI, KOBÉ, YOKOHAMA, and SEATTLE

Manila, Cebu and Iloilo

Macao

Shanghai

SIBERIAN MAIL TO EUROPE

Wohaiwei and Tientsin

Swatow, Amoy and Tamsui

SHANGHAI, MOI, KOBÉ, YOKAICHI,

YOKOHAMA, VICTORIA, B.C., and

SEATTLE

Shanghai

Swatow, Amoy and Foochow

Europe, S.C., INDIA VIA TUTUKORIN,

Late Letters 11.00 A.M. to NOON. Extra

Postage 10 cents.

Letters posted in all the Pillar Boxes in

time for the first Clearance will be

included in this contract mail

COMMERCIAL.

EXCHANGE
CLOSING QUOTATIONS.

November 1st.

ON LONDON—	
Telegraphic Transfer	110
Bank Bills, on demand	110 1/2
Bank Bills, at 30 days sight	110 1/2
Bank Bills, at 4 months sight	110 1/2
Credite, at 4 months sight	110 1/2
Documentary Bills 4 months sight	110 1/2
ON PARIS—	
Bank Bills, on demand	231
Credite, at 4 months sight	235 1/2
ON GERMANY—	
On demand	188 1/2
ON NEW YORK—	
Bank Bills, on demand	44 1/2
Credite, at 60 days sight	45 1/2
ON HONGKONG—	
Telegraphic Transfer	137
Bank, on demand	137 1/2
ON CALCUTTA—	
Telegraphic Transfer	137
Bank, on demand	137 1/2
ON SHANGHAI—	
Bank, at sight	75 1/2
Private, 30 days sight	76
ON YOKOHAMA—	
On demand	89 1/2
ON MANILA—	
On demand—Peace	89 1/2
ON SINGAPORE—	
On demand	78 1/2
ON BATAVIA—	
On demand	110 1/2
ON HAIPHONG—	
On demand	3 1/2 p.m.
ON SAIGON—	
On demand	3 1/2 p.m.
ON BANGKOK—	
On demand	10.50
SOVEREIGNS, Bank's Buying Rate	10.50
GOLD LEAF, 100 fine, per tael	356.50
BAR SILVER, per oz.	25 1/2

SUBSIDIARY COINS.

Chinese	20 cents pieces	per cent
Chinese	10	\$4.80 discount
Hongkong	20	\$4.70
Hongkong	10	\$5.14

SHARE LIST.—QUOTATIONS. HONGKONG, NOVEMBER 1st, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$890, sellers
China Borneo Company, Limited	60,000	\$12	all	\$101, sellers
China Light and Power Company, Limited	50,000	\$5	all	\$1.70, sellers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$84, buyers
COTTON MILLS.—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 95
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$43, buyers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	all	Tls. 51
Leong Kung-Mow C. Spin. & Weav. Co., Ltd.	10,000	Tls. 100	all	Tls. 71
Soy Chee Cotton Spinning Co., Ltd.	20,000	Tls. 50	all	Tls. 50
Dairy Farm Company, Limited	40,000	\$74	all	\$214, sellers
DOCKS AND WHARVES.—				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$50, sellers
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$50, sellers
New Amoy Dock Co., Limited	10,000	\$64	all	\$6, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 59 1/2
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 94
Green Island Cement Co., Limited	400,000	\$10	all	\$4.10, sellers
Hongkong and China Gas Co., Limited	7,000	\$210	all	\$20
Hongkong Electric Co., Limited	60,000	\$10	all	\$23
Hongkong Hotel Company, Limited	8,000	\$50	all	\$119
Manila Metropole Hotel Limited	15,000	Pa. 10	all	\$75
Hongkong Ice Company, Limited	50,000	\$25	all	\$165
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$18, buyers
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$9
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$200
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$125
China Traders Insurance Co., Limited	24,000	\$33.33	\$25	\$105
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$360, sellers
North-China Insurance Co., Limited	10,000	\$25	\$5	Tls. 160
Union Insurance Society, Limited	12,400	\$250	\$100	\$845, buyers
Yongtsee Insurance Association, Limited	12,000	\$100	\$60	\$225, @ Ex 73
LANDS AND BUILDINGS.—				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$104, buyers
Hampstead Estate and Finance Co., Ltd.	150,000	\$10	all	\$73, sellers
Kowloon Land Building Co., Ltd.	6,000	\$50	\$30	\$28, buyers
Shanghai Land Investment Co., Limited	75,000	Tls. 50	all	Tls. 103
West Point Building Co., Limited	12,500	\$50	all	\$47, buyers
Mining.—				
Société Française des Charbonnages du Tonkin	15,000	Fr. 250	all	\$700
Bamb Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$5
Peak Tramways Co., Limited	25,000	\$10	all	\$11 1/2
Philippine Co., Limited	50,000	\$10	all	\$1, buyers
RAFFINERIES.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$125
Yusen Sugar Refining Co., Limited	7,000	\$100	all	\$30, buyers
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$11
Douglas Steamship Co., Limited	20,000	\$50	all	\$21
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$25 1/2, buyers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$55.50, L'don.
Shell Transport & Trading Co., Limited	60,000 def.	\$5	all	\$5
Star Ferry Company, Limited	2,500,000	\$1	all	\$2 1/2, buyers
South China Morning Post, Limited	10,000	\$10	all	\$27
Steam Laundry Company, Limited	10,000	\$10	all	\$17
Scotch and Liverpool Steamer Co., Limited	20,000	\$5	all	\$25
Campbell, Moore & Co., Limited	1,200	\$10	all	\$12, buyers
Wm. Powell, Limited	15,000	\$7	all	\$4, buyers
Watkins, Limited	10,000	\$10	all	\$24
A. S. Watson & Co., Limited	90,000	\$10	all	\$51
Weissmann, Limited	3,000	\$10	all	\$15, buyers
H. Price & Co., Ltd.	15,000	\$10	all	\$12, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	all	\$4
Union Waterboat Co., Limited	100 fiders	\$10	all	\$300
	50,000	\$10	all	\$7 1/2, buyers
RUBBER.—				
Para Rubber in London	Daily Wire			4/3 firm per lb.
Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1885	Tls. 767,200	Tls. 250	7 1/2 p. annum	Par.
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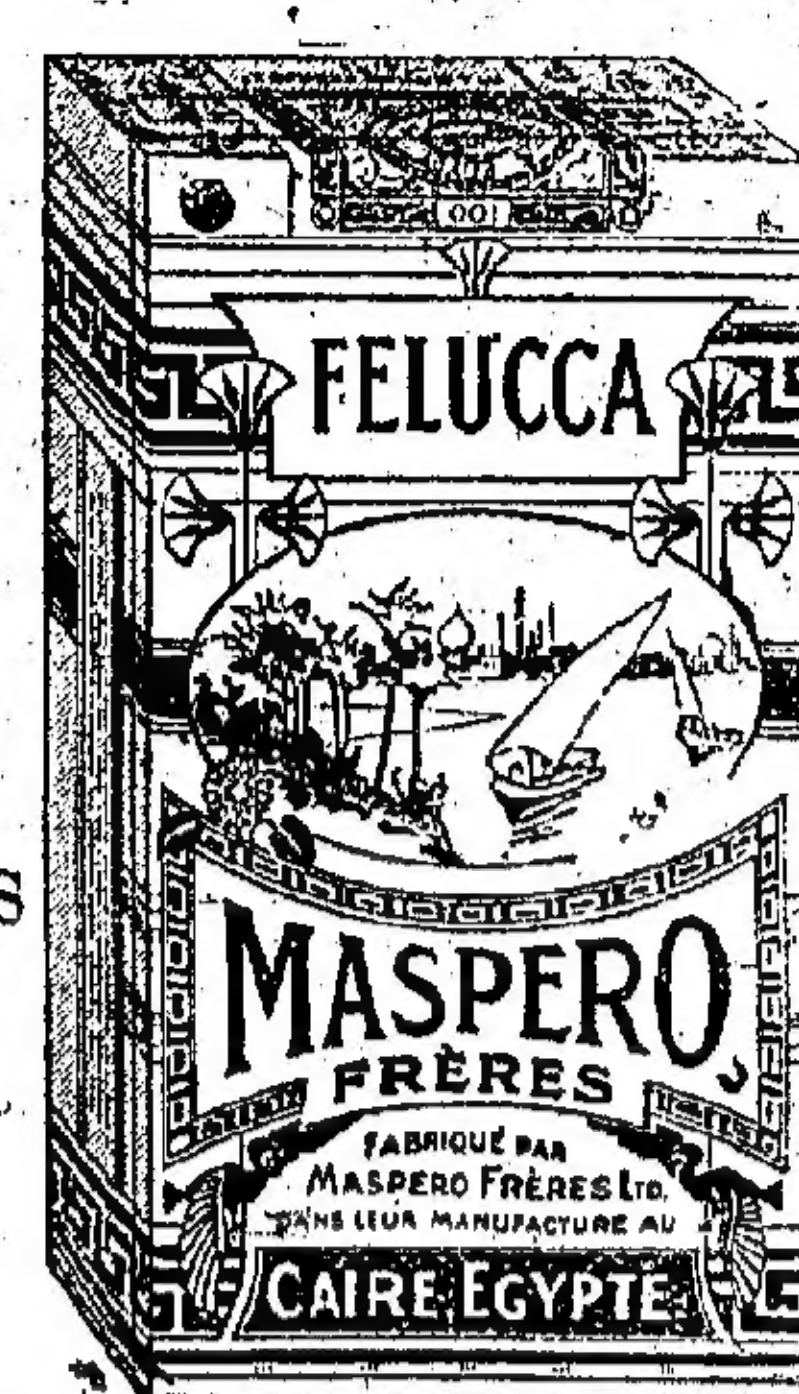
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MAILS VIA SIBERIA.

London	Shanghai
October 11th.	October 27th.
October 14th.	October 31st.

TO-DAY

4.30 p.m.—First Annual General Meeting of
Sengul Rammah Rubber & Co., Ltd.

TO-MORROW

9 p.m.—Cathedral Choir Concert at City Hall

FORTHCOMING EVENTS.

Saturday, 4th Nov.—Boxing at City Hall 9 p.m.
Sunday, 5th Nov.—Al Fresco Fete of Society
of St. Vincent-de-Paul in the Compound of
the Roman Catholic Cathedral, 9 to 11 p.m.
Monday, 6th Nov.—Meeting of the Hongkong
Shareholders of the Headwaters Mining Co.
at the Office of Messrs. Descon, Looker &
Deason, 4.30 p.m.
Saturday, 11th Nov.—Grand Orchestral Vocal
Concert at City Hall, 9.15 p.m.
Friday, 1st Dec.—Extraordinary General Meet-
ing of The Po On Marine Insurance and
Gedown Co., Ltd., Noon.

OPIUM.

Quotations are—	November 1st.
Malwa New	43 600/3,700 per picul.
Malwa Old	35 750/3,800 "
Malwa Older	33 850/3,900 "
Malwa V. Old	33 850/3,900 "
Persian fine quality	\$2,300 "
Persian extra fine	\$3,400 "
Patus New	\$3,900 per chat.
Patus Old	\$3,900 "
Banars Old	\$3,900 "
Banars Old	\$3,900 "

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